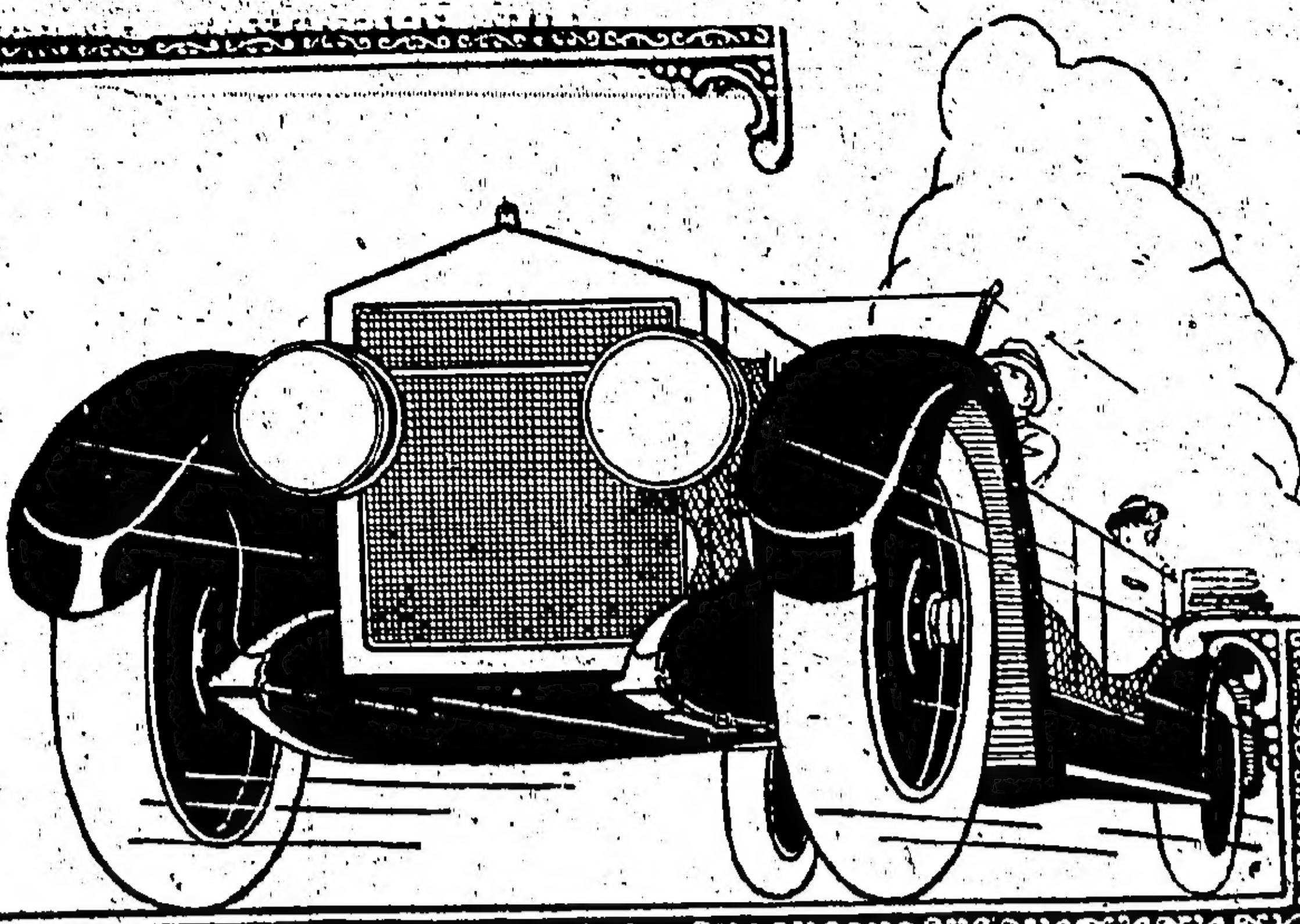


MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 17th MAY, 1930.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY COMPANY

specializes
in all kinds of
ACCESSORIES
and
SPARE PARTS

Electric horns. Body polish
Brakelining. Hand jacks
Lamp bulbs. Foot pumps
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etc. &c. &c. &c.

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"LUCAS"

Storage batteries
suitable for all motorcars, cycles
and radios.

ALL AT ATTRACTIVE PRICES
Call and inspect,
Bank of Canton Bldg. Tel. 2057.

CURRENT COMMENT

H.K.A.A.

His Excellency the Governor has kindly consented to become Patron of the Hongkong Automobile Association. It will be remembered that Sir Cecil Clementi extended his support to the valuable work of the H.K.A.A.

Central Market.

The bus stopping signs outside the Central Market in Queen's Road are rather badly placed in that they are opposite each other. When buses travelling in opposite directions happen to stop at the same time, considerable obstruction is caused thereby. It would be much better were one of the signs removed some fifty yards or so.

Lorries.

Some time ago, there were many complaints concerning motor lorry drivers who employed lumps of granite to block their wheels on hills, and when leaving, left the blocks on the roadway to the danger and annoyance of other road users. We are informed that this practice is again becoming apparent, although the Honorary Secretary of the H.K.A.A. informs us that when last the matter was raised, the Police Department promised that all lorries would be compelled to carry suitable wooden blocks. It appears that new lorries are not so equipped, or that possibly the regulation, if one exists, has been forgotten. It is to be hoped that suitable action will be taken.

Statue Square.

We make no apology for again referring to the advisability of compelling motor vehicles to park in Statue Square backed on to the kerb at an oblique angle. The demand for parking space increases weekly, and yet at this important place, cars are permitted to use twice as much space as necessary. Surely it would not be difficult for the Traffic Department to test the suggestion out for themselves. At the request of local motorists, we tried it ourselves—many months ago, and published photographs showing the correct and incorrect manner of parking. The conserving of space was most convincing, while the width of the roadway left ample room for passing traffic.

An Epic Run.

In the recent Monte Carlo Rally the Hon. Mrs. Bruce made an epic run which was fittingly rounded off by the announcement that she had obtained full marks for the journey and the condition of the car on arrival. The original seals on engine, chassis and axle, placed on the car at Sundsvall, Sweden, were unbroken. She also gained the following successes:

First British Lady;
First of British Competitors in her class.

Second of All British Competitors;

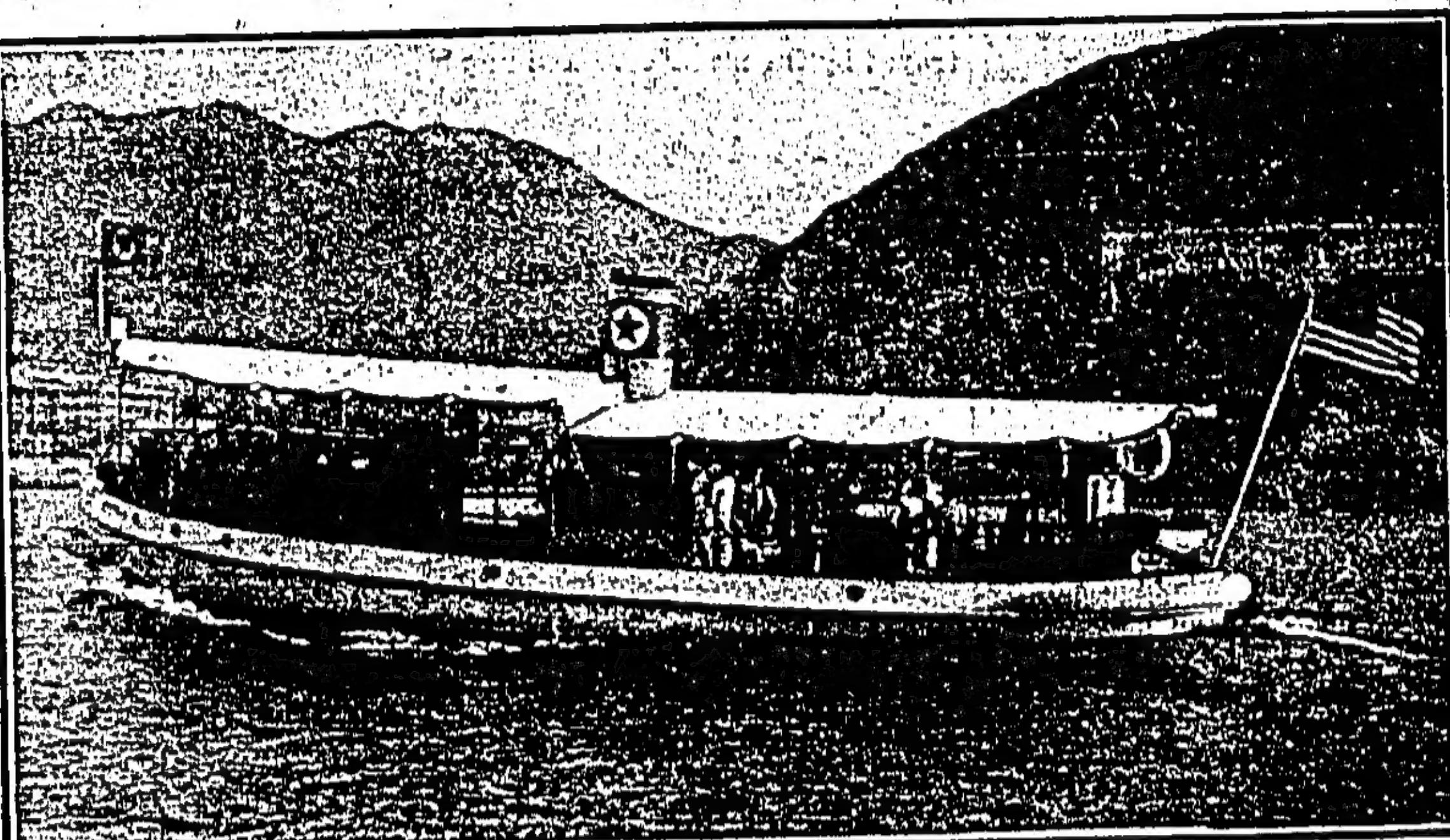
Third in Most Comfortable Closed Car Test.

The last award is specially worth noting. The Hon. Mrs. Bruce's Hillman cost but £495, yet it was adjudged the third most comfortable out of all closed cars in the Rally.

Indeed, the whole performance of the Hillman has proved—what the Hon. Mrs. Bruce knew when she chose it from the pick of the world's fine cars—that in reliability, speed, endurance, and general performance, the Hillman "Straight Eight" can hold its own with any car of any price.

The story of the Hon. Mrs. Bruce's adventure has been told in an interesting booklet entitled, "From Arctic to Mediterranean in 91 Hours," a copy of which, the Hillman Motor Co., Ltd., of Coventry, will send free on application.

GARDNER ENGINE DEMONSTRATED IN HONGKONG.



In view of the ever increasing popularity of crude oil engines for marine work, the demonstration given on Wednesday evening last of the latest addition to the growing fleet of Gardner engined launches on the harbour, proved most instructive. The launch in question, "Texas II," a picture of which appears above, has been built by the Whampoa Dock at their Cosmopolitan Yard, her dimensions being as follows:

Length 55'0"
Breadth 13'0"
Depth 6'0" (moulded)

Those who attended were greatly impressed by the simplicity of control of the power unit; and by the cleanliness of the engine room; absence of heat, fumes or smell. In operation, the engine conveys the impression of being practically fool-proof, and one of the many advantages is that cruising speed may be achieved by using two cylinders only of the four. The economy when such vessels are employed in police or customs routine work, is easily seen, the great advantage being that considerable power is immediately available in emergency.

The general design follows customary practice, but for a large hold capable of carrying 6 tons which is arranged between the forward engine room bulkhead and specially large cabin accommodation.

The machinery, which was supplied by Messrs. Dodwell & Co., Ltd., and installed by the builders, consists of a Gardner 4-cylinder, two-stroke, crude oil, direct reversing engine of the full diesel cold starting type, developing 72 B.H.P. at 400 r.p.m. Starting and manoeuvring is effected by compressed air at 360 lbs. In addition to the usual air compressor, circulating and bilge pumps fitted on the main engine, a small auxiliary compressing set is provided for the initial charge of the air bottles and for replenishing these bottles.

An Epic Run.

In the recent Monte Carlo Rally

should the charge through any cause be lost. Driven off the main shaft is a small direct current Crypto Generator for charging a 32-volt Delco Storage Battery, this set furnishing electric light throughout the launch and for navigation lights.

The effect of the brilliantly lighted deck house and engine room at night, was a pleasing feature.

During the run, opportunity was taken to demonstrate the control and manoeuvring capabilities of the engine, every order being carried out promptly and with absolute certainty. One of the chief advantages of this cold starting engine is its readiness for immediate use without any standby by expense and an interesting demonstration was given. All valves were closed down and the engineer withdrawn from the engine room and yet from a given signal it only required 18 seconds to start the engine and be ready for full speed.

On a recent trial the mean speed of the "Texas II" was 9.35 knots which proves the excellence of the hull design and engine alike.

Diesel Economy.

The ever increasing number of Diesel Engined Boats operating on the harbour demonstrates that the Hongkong business community is very much alive to the enormous saving in running costs effected by the Diesel Engine.

We understand that the fuel costs of a Diesel Boat of this size, when operating at full speed, works out at approximately 65 cents per hour. When the boat is standing by, the fuel costs are zero!

At first, this figure may appear to be surprisingly low, in fact, it is, but the economy of the Gardner engines is quite well recognised in Hongkong, there being no less

than thirteen of these power units installed in local launches. The Hongkong and New Territories Ferry Company, who selected a Gardner Diesel engine for their large ferry employed on the Cheung Chau run, have calculated that the saving in fuel per B.H.P. amounts to 63%.

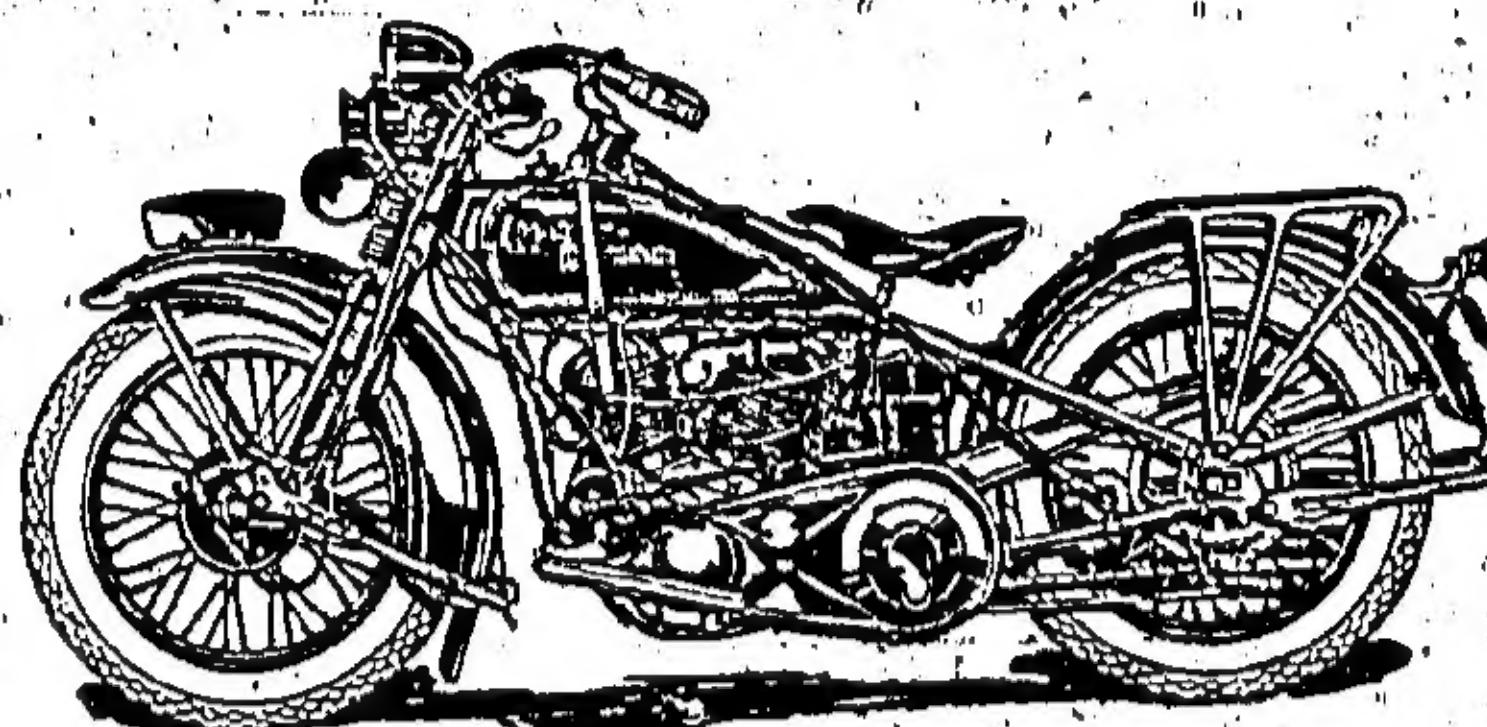
A considerable further saving is effected in the running costs compared with steam as the disadvantage of boiler lifting for survey, cost of boiler renewal, etc., is entirely avoided, moreover space is saved and the question of stoking, quality of coal, degree of vacuum, and other difficulties ever present with the steam engine simply do not exist, and it is difficult to imagine anyone building a steam launch to-day except where unusual circumstances are present.

The Vacuum Co. very kindly lent their launch, "Vacuum II," and it is interesting to note that this launch, which is fitted with a Gardner 72 B.H.P. Semi Diesel Engine, was the first of its type on the Harbour and has been in commission since September, 1927, and during this period it has given complete satisfaction, doing more than double the work of the steam launch it replaced, and at a considerable saving in cost.

The assurance of economy and reliability of Gardner engines, coupled with the fact that they are ideal for harbour work on account of the absence of smoke, gives them a tremendous advantage over the steam engine, and their employment for ferry services would surely be advantageous in every way.

Wednesday's demonstration was most enjoyable, and we take the opportunity to congratulate The Texas Co., Hongkong and Whampoa Dock Co., Ltd., and Dodwell & Co., Ltd., representing Messrs. Gardner, on a very fine addition to our harbour craft.

THE WONDERFUL 1930 "HARLEY"



Now on Display.

SEE THE NEW MODELS EARLY.
The Gascon Motor Co.
2, KWONG WAH ROAD.
KOWLOON.
Tel. 56242



WE BUY IT BACK

Our system enables you to buy yourself a car of any make or model and sell it without hurry and without financial loss on the day before you go back. What we can do is this. You correspond with us from your post until you have settled on the car you want and the period after which you will wish to sell it back to us. We then tell you in writing what we will give you for it at the end of that period. You agree this and the matter is then settled. The car, with your driving licence, meets you at the boat and an instructor is lent to you, if you wish, for three days, free of charge. But write to us and we will explain more fully.

AUTO AUCTIONS

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World distributors of the Blackburn Bluebird Light Aeroplane

SERVICE REAL SERVICE!

Latest Machinery
Expert Mechanics
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MAY WE SERVICE
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NO JOB TOO SMALL
NO PROBLEM TOO INTRICATE.

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Lane, Crawford, Ltd.
MODERN MOTOR SERVICE.

PRATT & LAMBERT
EFFECTO AUTO FINISHES

ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW.

FORD SHADES.
Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,
Sole Agents.

THE MORRIS ISIS SIX HERE.

Luxurious Car at Moderate Price.

To those who are in the habit of reading British motoring journals, the name "Isis Six" will be quite familiar, for probably no car of recent years has received such wide publicity from writers who deal with British motoring subjects.

It was with pleasurable anticipation therefore, that a representative of The Hongkong Telegraph accepted an invitation to take a trial run round the Island in the first "Isis." The experience was altogether

enjoyable, for in this latest product of the famous Morris factory is a vehicle embodying the acme of comfort and smooth power. It is a distinguished looking car of a class usually beyond its moderate price, and the fact that it has been selected in many parts of the world by

professional engineering men, gives ample evidence of the all-round excellence.

At the inception of the Isis Six two dominant considerations were decided upon. Firstly, that the car should be built without regard to price, that it should be a luxury car as that term is understood the world over. Secondly, that it should be a go-anywhere vehicle in the fullest sense of the term not merely where roads are only moderately good, but even where they scarcely exist at all.

The chassis is a unit of immense strength, the body to all intents and purposes being integral with it. The engine measures 2468 c.c., having a bore of 69 mm. and a stroke of 110 mm. A clever feature in its design is the overhead camshaft.

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INSURANCE CO. LTD.

Incorporated in England

(Under the auspices of the Automobile Association)

LIBERAL BONUS FOR CAREFUL DRIVING.

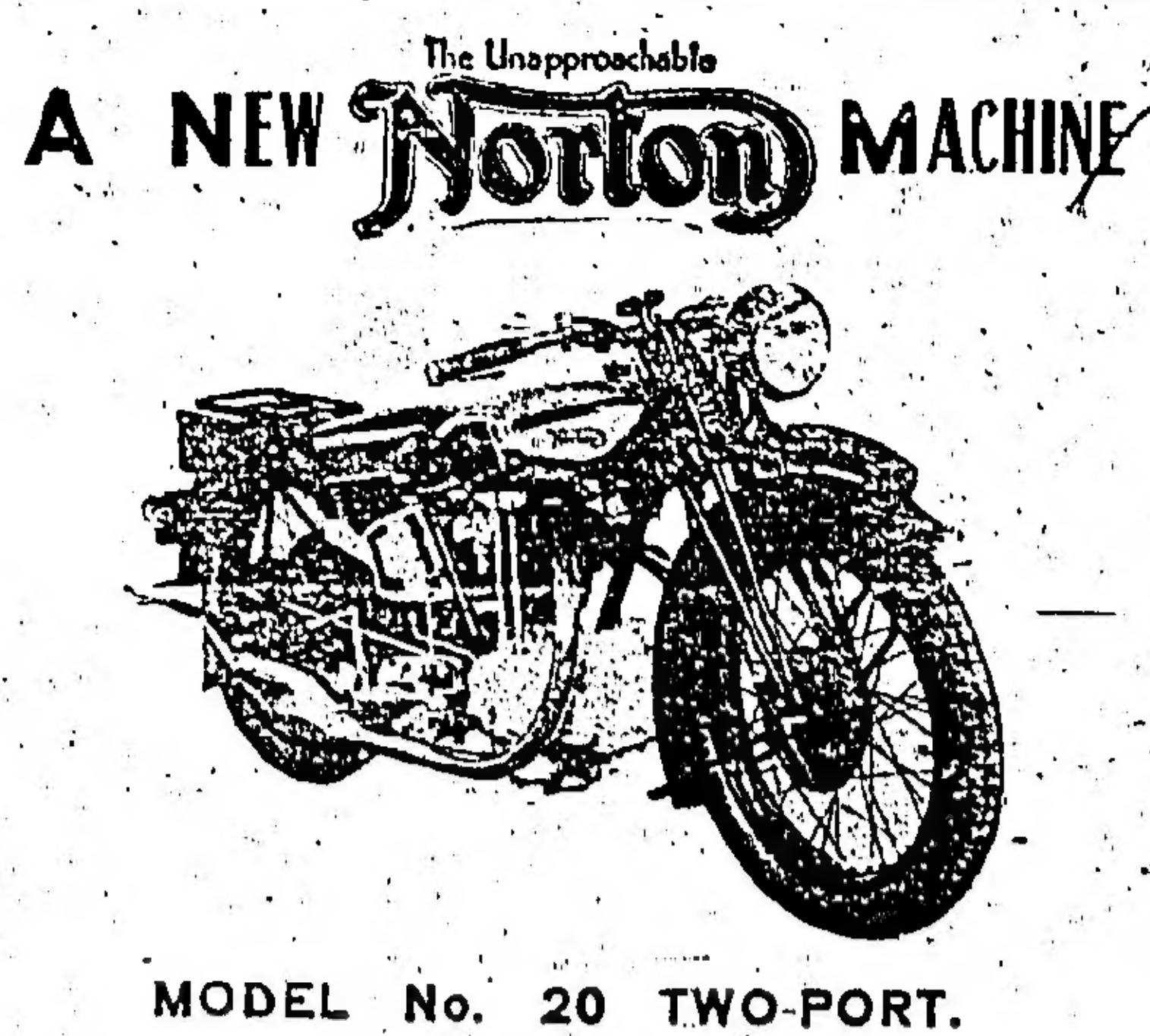
LOCAL AGENTS,
THE UNION TRADING CO., LTD.
Prince's Building.

Phone 27738.

MOTORCYCLE SHOW.

Olympia, London, from November 10 to 15.

This will be the sixteenth show organised by the union. Previous shows have been seen by 1,400,000 people, and last year visitors from International Cycle and Motor Cycle Show, will be held at present.



MODEL NO. 20 TWO-PORT.

The introduction of Twin Port NORTON models makes the 1930 range quite complete. Here is a machine of the New NORTON design—Model No. 20 Two-Port—which will certainly be the choice of the connoisseur. The additional exhaust arrangement on the timing side of the machine gives a balance and added air of distinction, which has never been surpassed. CHROMIUM PLATING throughout.

INSPECTION CORDIALLY INVITED.

THE SINCERE Co., Ltd.
SOLE AGENTS.



ALL SIZES IN STOCK
Next time—TRY GOODRICH!

Sole Agents for Hongkong and South China:
THE CHINA MOTOR SUPPLY CO.
28-28A, Des Voeux Road, Central.
Telephone: 21558.
Branch Office:—486 Yat Tak Road, Canton.



SELLING AT THE PRE-LOW DOLLAR RATE!
MODEL 520 \$2,650.

AN OPPORTUNITY THAT
CANNOT OCCUR AGAIN!

A. GOEKE & CO.
FOURTH FLOOR—CHINA BUILDING.
TEL. 22221.

THE HOME ROAD TRAFFIC BILL.

Driving "Off the Road" Discussed.

PENALTY FOR BEING UNDER INFLUENCE OF DRINK OR DRUGS.

The Standing Committee of the House of Commons on the Road Traffic Bill turned recently to Clause 14, which prohibits the driving of motor vehicles on commons and moors.

Sir K. Vaughan-Morgan moved a reduction of the penalties—namely, a fine of £20 for a first offence and £50 or three months' imprisonment for a second offence—prescribed for a breach of this provision. He said the penalty was excessive.

Lt.-Col. Ashley, who supported the amendment, reminded the Committee that this clause did not appear in the original Bill, but was inserted by the House of Lords; the offence which the clause created was a new one, which ought not to make a person liable to the heavy penalties proposed.

Mr. Morrison, Minister of Transport, said that in the vast majority of cases under this clause a fine of £5 would be adequate, and would be all that the courts would enforce.

But there might be flippant or boastful persons who would drive into the middle of a common and say (if the amendment were adopted), that this offence would only cost £5. There might also be the eccentric person whose eccentricity bordered on mental deficiency, and for whom a penalty of imprisonment would be necessary for a deliberate offence.

Lord Erskine and Mr. A. Remer appealed for a reduction of the penalties, and the Minister of Transport then agreed to insert an amendment reducing the penalties to a fine not exceeding £5 for a first offence and not exceeding £10 for a second offence. In view of this assurance Sir K. Vaughan-Morgan withdrew his proposed amendment.

Concerning "Rural Amenities"

Sir K. Vaughan-Morgan then moved an amendment to provide that notices would have to be set up to show that motor vehicles were prohibited on particular lands; that the intention to prohibit would have to be advertised, and that any person who objected would have a right to appeal to the Minister of Agriculture.

Mr. Morrison said the adoption of this proposal would make the preservation of the amenities of the countryside as difficult as possible. They must prevent motorists driving over commons and rural places; if people wanted to go to the centre of such rural districts they must either walk or drive a certain distance and walk the remainder. The amendment, if adopted, would make the administration of the clause almost impossible.

Sir K. Vaughan-Morgan said he was as anxious as anyone to preserve the amenities of rural England, and all he desired was to set up suitable and convenient machinery to preserve rights to certain sections of the community; but in view of the attitude of the Minister and of the Committee he would withdraw the amendment.

The clause provides that it shall not be an offence to drive a motor vehicle on any land within 15 yards of a road for the purpose only of parking the vehicle. Dr. Salter moved the omission of this part of the clause, for the purpose of protecting village greens.

Many of them, he said, were destroyed by the motor cars and motor coaches which were parked upon them. If the clause were passed as it stood it would mean that the destruction of village greens would continue.

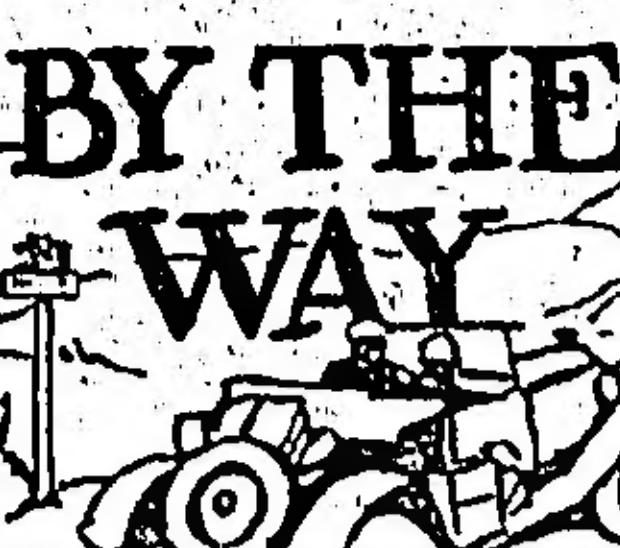
Riding a Hobby to Death.

Col. Ashley said he was as keen as Dr. Salter to preserve rural amenities, and when he was Minister of Transport he did all he could to see that electric cables were put in the least objectionable places, and to encourage the planting of trees by the roadside. But he asked the Committee not to ride a hobby to death. They ought to think of the people who lived in towns and whose opportunities of getting fresh air in the country were limited to Saturday and Sunday. Those people must be allowed to leave their cars somewhere and to enjoy meals at the roadside.

Mr. Morrison said one of the best means of preventing people driving over commons and parking cars on them was to give reasonable concessions to motorists as to where that could be done. He thought it was reasonable that a person should be entitled, so long as there was no existing prohibition, to park his car on an open space, and he thought the proposed space of 15 yards was sufficient. The clause had been carefully drafted so that it would not confer rights where no rights existed.

The amendment was negative and the clause was agreed to.

The Committee then considered Clause 15, which deals with persons driving motor vehicles when under the influence of drink or drugs. Lord Erskine moved an amendment to omit from the clause the words "when in charge of" a motor vehicle. He said that the person who attempted to drive a motor car while under the influence of drink was a danger, but the words



The House of Lords' Select Committee has decided that motorists may have their burning cars attended free of charge by fire brigade.

A woman motorist protested recently at the West London Police Court, that she was not in the middle of the road: "I was on the crown," she said!

Cobham Mill, Surrey, which causes a bottle-neck on the Cobham-Leatherhead Road, is to be renovated and put into working order. Part of the mill is stated to date back 700 years.

Canada's exports of cars in February last are stated to be of a value of £383,111, compared with £301,121 in January and £949,657 in February.

It is estimated that whereas 29 per cent. of the commercial vehicles built in the United States in 1921 were equipped with solid tyres, their use became steadily less frequent each year until it fell to 4.7 per cent. in 1929.

The point-duty constable in Queen's Square, Wolverhampton, has been provided with a special platform upon which two spotlights are directed during the hours of darkness.

SCRAPPED FOR SAFETY.

America's Crocks.

NATIONAL CAMPAIGN.

Believing that many motor accidents are the direct result of the use of old, worn-out cars, motor manufacturers in America have formed a committee to organise a campaign to scrap them.

The committee has the support of the National Automobile Chamber of Commerce, and it estimates that 40,000 old cars will be sent to the scrap-heap this year, in addition to the normal scrapping, which is constantly going on.

The campaign is being financed by the motor manufacturers to the extent of 15 million dollars, and it is hoped that with the numerous safety features of new cars, it will result in a greatly reduced accident list.

At the best, it can only be helpful, and cannot entirely stop road accidents, as there are several other important factors, over which nobody has any control. These are unsafe, incompetent, and reckless drivers, and careless pedestrians.

he wished to delete might lead to penalties being imposed in cases in which the person was not driving the car. He mentioned the case of a man who had attended a farmer's dinner and who, feeling he was not capable of driving his car, turned on his lights and went to sleep in the back of the car. He was to be convicted of being drunk in charge of a car. While he might have been convicted of being drunk, that was quite another matter.

Sir J. Melville, Solicitor-General, pointed out that while a man who was under the influence of drink might not be driving or attempting to drive his motor car, he might be about to drive.

Mr. Oliver said he had known motor drivers who had taken no more than one glass of beer but who were overcome with sleepiness by the fresh air, and they drew their cars into the side of the road and rested. Such a man would be "in charge of a car," although he had safeguarded himself and the public. If, however, the amendment were agreed to, tremendous loop-holes would be allowed for people being drunk while in charge of cars.

Commission of "Almost".

Mr. Morrison said that before the Bills were passed certain hon. members would have defended the commission of almost every sin. They assumed that it was reasonable thing for a man to go in a motor car to a place of refreshment or to a party and get drunk—(Cries of "No!"). People who were in charge of motor cars must be very careful, and they must be very moderate in their consumption of alcohol, or keep clear of it altogether.

Col. Ashley and other members protested against Mr. Morrison's remarks, and denied that there had been any attempt to justify people being drunk while in charge of motor cars.

After further discussion the amendment was rejected by 25 votes to 13. The "Autocar."

THE 1930 JOWETT IS THE KING OF SMALL CARS.

DISTINGUISHED APPEARANCE
UNQUESTIONABLE PERFORMANCE

A Trial given with pleasure

Now On Show At:—

IDEAL MOTOR CAR Co.

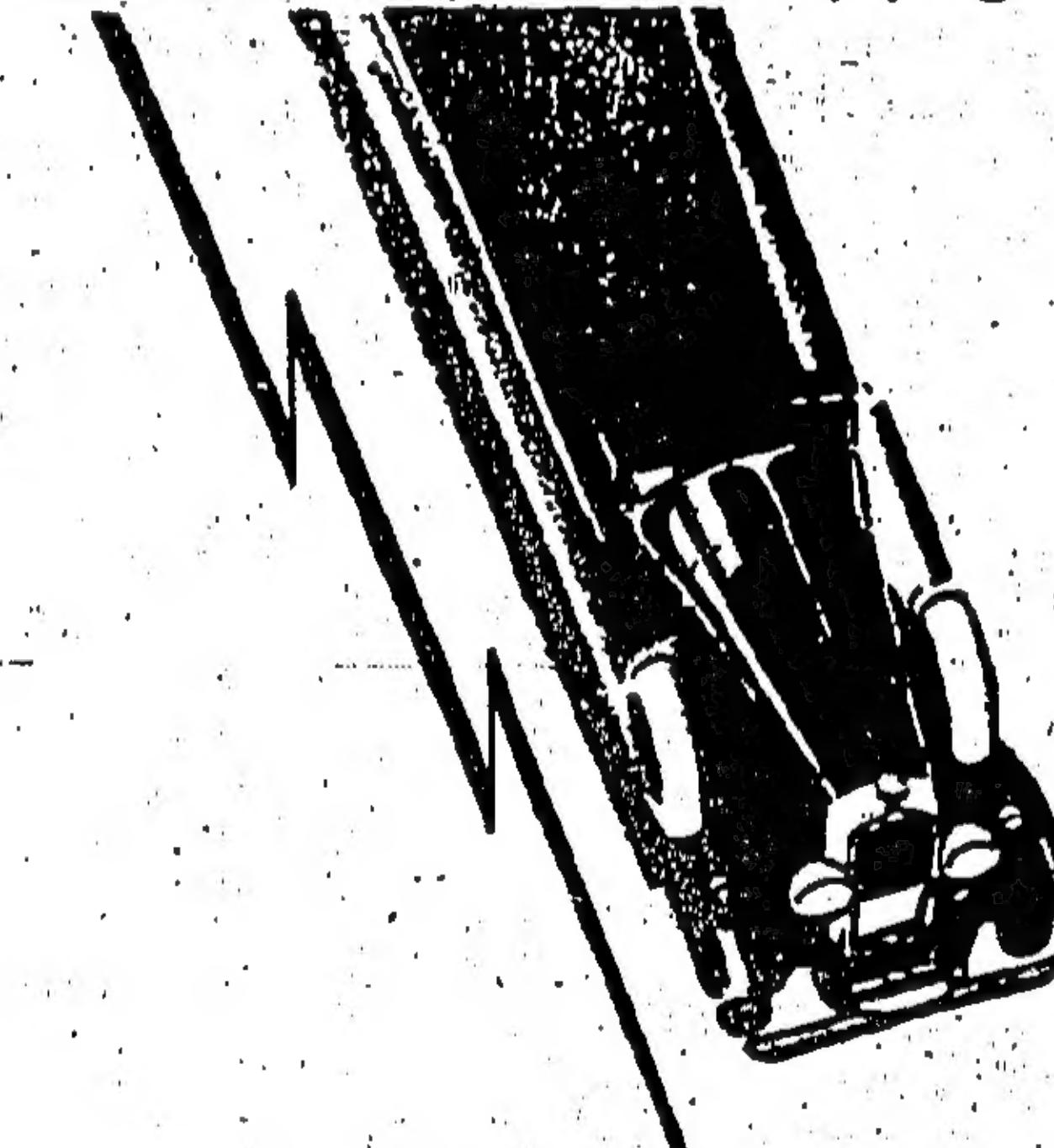
Corner Lockhart and Marshall Roads.

New Reclamation.

Tel. 23714.

Demonstrations by Appointment.

MARMON STRAIGHT EIGHT THE EASIEST RIDING CAR IN THE WORLD



You don't need a headguard in a Marmon when you come to a bad piece of road. Bad bumps simply aren't apparent... Specially-constructed, extra-long, extra-wide springs start the "ironing out" process... Springs are mounted close to the wheels. This reduces side-sway, especially when turning corners... Heavy rubber spring knuckles of the new extra-large "chimney type" take away the little jiggles and joggles... If any jar or road-thrust should persist, it's lost in deep, soft cushions... "Easy riding" has always been a famous Marmon quality. This year it's even more pronounced—in every one of Marmon's four straight-eights in four price fields—the Big Eight, the Eight-79, the Eight-69 and the Model R.

Arrange for an early Demonstration
Sole Distributors

THE ORIENTAL MOTOR CAR Co.

353-7, Hennessy Road.

Tel. 20406.

DANGEROUS PRACTICE.

dangerous, not only in congested areas, but on country roads as well.

The R.A.C.A. is of the opinion that parents are not aware of the risk they incur in allowing children to take charge of powerful cars.

STUDEBAKER COMMERCIAL CARS

HONGKONG DELIVERED PRICES.

DELIVERY TRUCK.

R.A.C. Horse-Power Rating 25.34.
Brake Horse-Power 68 at 3,200 Revolutions.
Piston Displacement 221 Cubic Inch. Wheel-Base 115 Inches.
Speed 60 M.P.H.

	Net Weight	F. O. B. Price	Extra Shipping Delivery	Hongkong Price
Delivery Chassis	2,500 lbs.	G\$ 845	G\$75	G\$1,180
Screen Delivery Truck	3,380 lbs.	1,175	75	450
Panel Delivery Truck	3,390 lbs.	1,175	75	450

Price Includes: Bumpers, (12), Steel Wheels, (15),

Spare Tire and Tube 19 x 6, (30), W/S, Cowl and Instrument Panel, (18)

COMMERCIAL TRUCK.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 68 at 3,200 Revolutions.
Piston Displacement 221 Cubic Inch. Wheel-Base 120 Inches.
Speed 55 M.P.H.

1½-TONS

Express Chassis	3,000 lbs.	G\$1,045	G\$80	G\$200	G\$1,325
Panel Delivery Truck	3,005 lbs.	1,495	80	510	2,085
Screen Delivery Truck	4,040 lbs.	1,495	80	510	2,085

Price Includes: Bumpers, (12), Steel Wheels, (15),

Spare Tire and Tube 30 x 5, (35), W/S, Cowl and Instrument Panel, (18)

FOUR-SPEED TRUCK.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 68 at 3,200 Revolutions.
Piston Displacement 221 Cubic Inch. Wheel-Base 145 Inches.
Speed 50 M.P.H.

2-TONS

18-Pass. Bus Chassis	3,100 lbs.	G\$1,245	G\$80	G\$220	G\$1,545
Panel Delivery Van	3,350 lbs.	1,720	80	550	2,350
Screen Delivery Van	4,000 lbs.	1,720	80	550	2,350
Arlington Funeral Car	4,100 lbs.	2,375	—	580	2,955
Bellview Ambulance	4,150 lbs.	2,550	—	580	3,130
Westminster Funeral	4,250 lbs.	2,885	—	580	3,465
Samaritan Ambulance	4,320 lbs.	3,085	—	580	3,665

Price Includes: Bumpers, (12), Steel or Wire Wheels

Spare Tire and Tube 32 x 6, (50), W/S, Cowl and Instrument Panel, (18)

STRAIGHT EIGHT MODEL "77"

R.A.C. Horse-Power Rating 39.2.
Brake Horse-Power 115 at 3,200 Revolutions.
Piston Displacement 337 Cubic Inch. Wheel-Base 158 Inches.
Speed 70 M.P.H.

2½-TONS

24-Pass. Bus Chassis	4,745 lbs.	G\$2,895	G\$100	G\$240	G\$4,235
De Luxe Funeral Car	6,232 lbs.	3,700	—	650	4,350
De Luxe Ambulance	6,250 lbs.	3,900	—	650	4,550

Price Includes: Bumpers, (16) Dual Rear Wheels,

Extra Tire and Tube 32 x 6, (60) Tyre Pump, (34)

STRAIGHT EIGHT MODEL "88"

R.A.C. Horse-Power Rating 39.2.
Brake Horse-Power 115 at 3,200 Revolutions.
Piston Displacement 337 Cubic Inch. Wheel-Base 184 Inches.
Speed 65 M.P.H.

3-TONS

30-Pass. Bus Chassis	4,950 lbs.	G\$3,295	G\$100	G\$260	G\$4,655
Observation Car (22-pass.)	8,100 lbs.	6,975	—	760	7,735

Price Includes: Bumpers, (16), Dual Rear Wheels,

Extra Tire and Tube 34 x 7, (60), Tyre Pump, (34)

STRAIGHT EIGHT MODEL "99"

R.A.C. Horse-Power Rating 39.2.
Brake Horse-Power 115 at 3,200 Revolutions.
Piston Displacement 337 Cubic Inch. Wheel-Base 184 Inches.
Speed 60 M.P.H.

4-TONS

36-Pass. Bus Chassis	5,415 lbs.	G\$3,795	G\$100	G\$280	G\$4,175
Street Car (21-pass.)	8,500 lbs.	6,275	—	865	7,140

Price Includes: Bumpers, 16, Dual Rear Wheels,

Extra Tire and Tube 34 x 7, 50, Tyre Pump, (34)

STRAIGHT EIGHT MODEL "III"

R.A.C. Horse-Power Rating 39.2.
Brake Horse-Power 115 at 3,200 Revolutions.
Piston Displacement 337 Cubic Inch. Wheel-Base 184 Inches.
Speed 65 M.P.H.

5-TONS

42-Pass. Bus Chassis	6,200 lbs.	G\$4,295	G\$100	G\$300	G\$4,695
Observation Parlour Car (25-pass.)	9,500 lbs.	9,150	—	1,025	10,175

Price Includes: Bumpers, (16), Dual Rear Wheels,

Extra Tire and Tube 34 x 7, 50, Tyre Pump, (34)

THE HONG KONG HOTEL GARAGE
25, Queen's Road Central. Tel. 24759.

SPEED AND OIL

Useful Hints on Lubrication.

By Israel Klein.

With the present high speeds and high combustion engines, the use of the better grades of oil is most important. These two developments in motordom make a severe demand on the lubricating medium in the crankcase.

The higher speeds have produced a considerable increase in the consumption of oil, and the worse the oil the more severe the wear and tear on the engine. At the same time, the higher compression engines producing higher horsepower have added to this demand for good oil always kept in good condition

It does not matter where the oil comes from. So long as it is of good quality, it will do the work required of it. What the motorist should consider in buying oil is the organization which produces it and the service man who sells it. If both are reliable and of established character, then the purchaser may feel secure in using their product. What he should avoid is the nondescript oil sold "cheaper" and by some unknown dealer.

There used to be a feeling that an oil that comes from a certain part of the country is the best oil. This is not true to-day when every responsible oil producer, no matter what part of the country his product comes from, is trying to give us the best possible grade of oil on the market.

More oil than is actually required in the crankcase should never be supplied. It does more harm than good. It is bound to be pumped up past the pistons into the combustion chambers, foul the spark plugs, deposit carbon over the valves and piston and cause detonation, missing and loss of power. Besides, it's an added expense, if only for the additional oil.

Drivers sometimes add that extra harmful quart of oil when they see the engine using it up rather quickly.

There are two reasons for this. One is the result of fast and long driving which causes an exceptional expenditure of lubricating oil. There is nothing wrong with the motor if this is the only cause, and all that the driver need do is replenish the oil more often than he would in city driving.

The other cause for undue loss of oil is worn piston rings. This may be decided on as the probable cause when the exhaust pipe emits a dense blue smoke. The cure, of course, is new piston rings or, if the motor has been run several thousand miles, it may require re-boring and the installation of over-size pistons and rings. Heavy oil may help for a while but not very long.

During cold weather the crankcase may not show any loss of oil at all, but that should not be taken as a sign that everything is right with the lubrication system. It may merely mean that unburned gasoline has seeped into the crankcase and made up for the used oil. It is therefore more important than at any other time to change the oil often in winter. Frequent use of the choke causes the gasoline to get into the crankcase.

The colour of the oil is no criterion of its quality. A real good oil may blacken almost immediately after being poured into the crankcase. This may be caused by the tiniest bit of carbon in the crankcase, but this does little or no injury to its lubricating qualities.

This is particularly true if the filter element of the oil filter has been in service for less than 7,500 or 8,000 miles. The filter element may be workable up to 10,000 miles of driving, but after that it should be replaced with a new cartridge. Too much dirt, sludge and other foreign matter may have collected in it by that time to permit efficient filtering.

In draining old oil from the crankcase, there is no need of cleaning with kerosene. Kerosene, if the least bit remains after cleaning, will cut the oil and reduce its lubricating quality. If the motor is warm, the oil will drain out quite thoroughly but every last bit of it should be drained before new oil is put in. It is the last quart or so that is dirtiest.

If the last dregs of the old oil seems quite dirty, the motor might be flushed out with a quart of thin oil, but not with kerosene.

PLAN TWO TUNNELS.

It is planned to construct two vehicular tunnels to reduce the traffic congestion on the Brooklyn, Manhattan and Williamsburg bridges in New York. The cost of these tunnels would be more than \$68,000,000.

SHOCK ABSORBERS.

Control or Damp Spring Action.

By Israel Klein.

In dealing briefly with the subject of shock absorbers as applied to motor car suspension, it may be of interest to point out that the name given to this detail of equipment is really quite wrongly applied, since it is the springs themselves which absorb the road shocks, the function of the so-called "shock absorber" being to control or damp the action of the springs.

The periodicity of the road springs (or rate at which the springs tend to vibrate) plays a very important part in car comfort. If the periodicity is much more than about 100 cycles per minute the springing is harsh and no shock absorber will give any improvement, while springs with a lower period, if allowed to function unchecked, can give a delightful seasick sensation to unfortunate passengers. If, however, shock absorbers are fitted, although the initial deflection of the springs is not appreciably restricted, this tendency on the part of the springs to go on vibrating after a bump is considerably curbed. A further point which is not always realized is that shock absorbers, by reducing wheel bounce to a minimum, increase the life of the tyres.

Hydraulic and Friction.

Shock absorbers may be divided roughly into two main classes, hydraulic and friction. In the former the damping action is achieved by a plunger or vane moving in oil or some other fluid, while in the latter the rubbing action of two or more surfaces has the same effect in controlling the springs. Each type has its advantages though the frictional type is more popular.

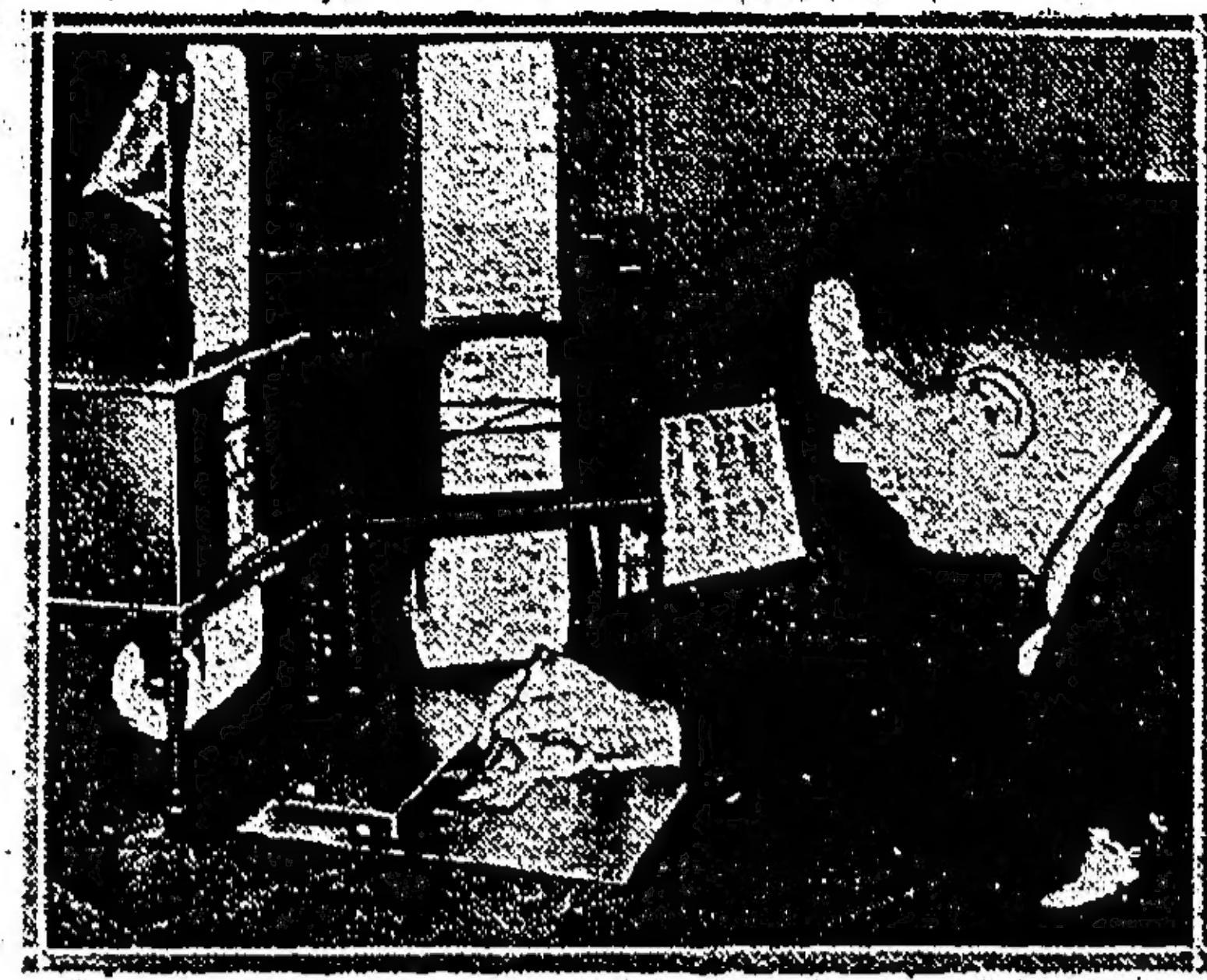
In the hydraulic type it is usually necessary to replenish the oil chamber after every 5,000 miles with a special oil sometimes supplied by the makers. Where the arms of the shock-absorber are fitted with ball joints these should be lubricated fairly frequently.

The amount of attention required by the frictional type varies. Some friction materials have to be renewed from time to time or the shock absorber adjusted to take up wear, but where the friction materials used is self-lubricating, no attention is required after the first 100 miles or so. At the completion of this distance, the discs will have bedded down and the tension in the arms may then be adjusted to suit the particular needs of the car to which the absorbers are fitted, increased damping effect being obtained by tightening the centre nut.

Some shock absorbers have rubber bushes at the points of attachment to the chassis and axle and these require no attention or lubrication whatsoever, but if metal bushes are used these must be lubricated at intervals.

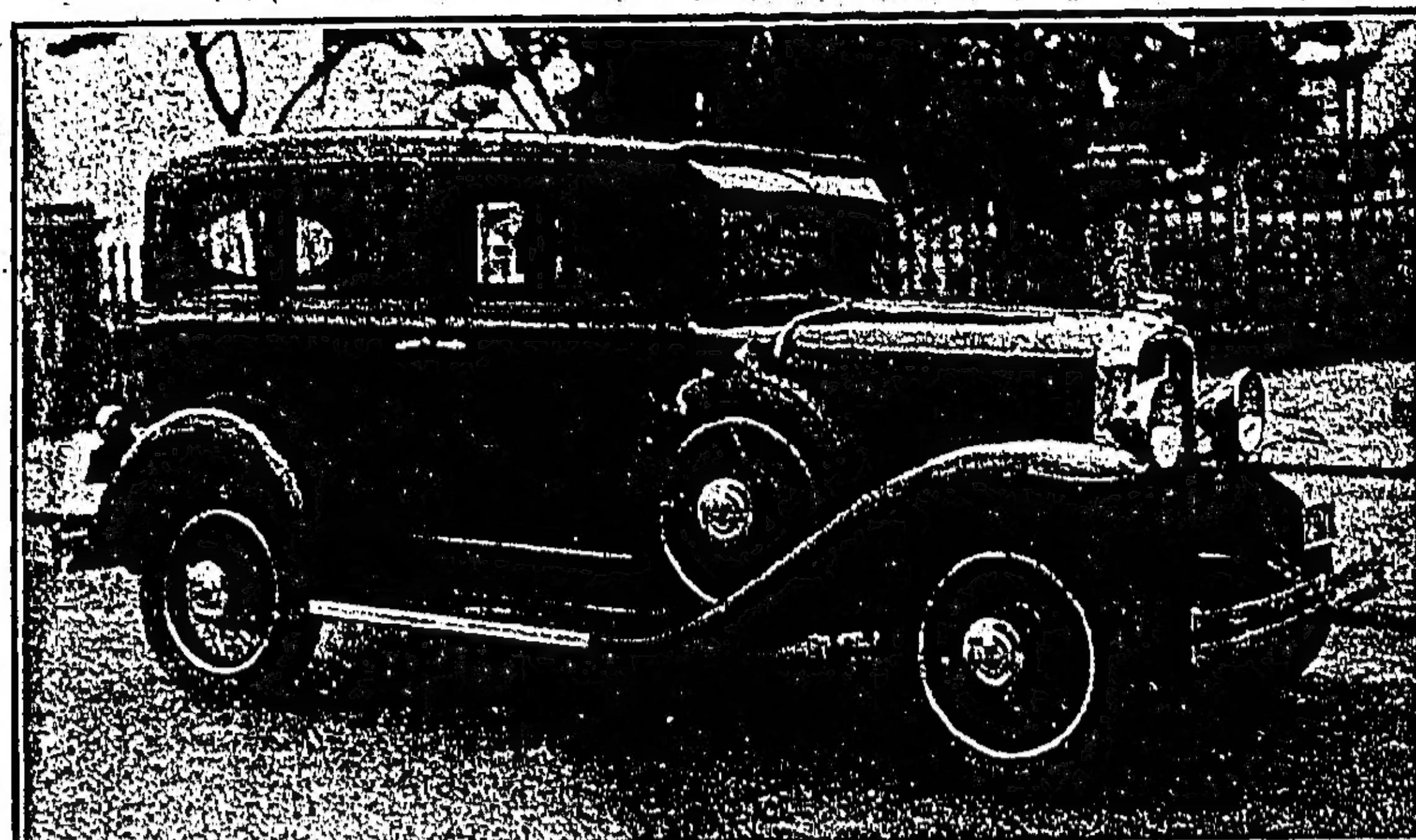
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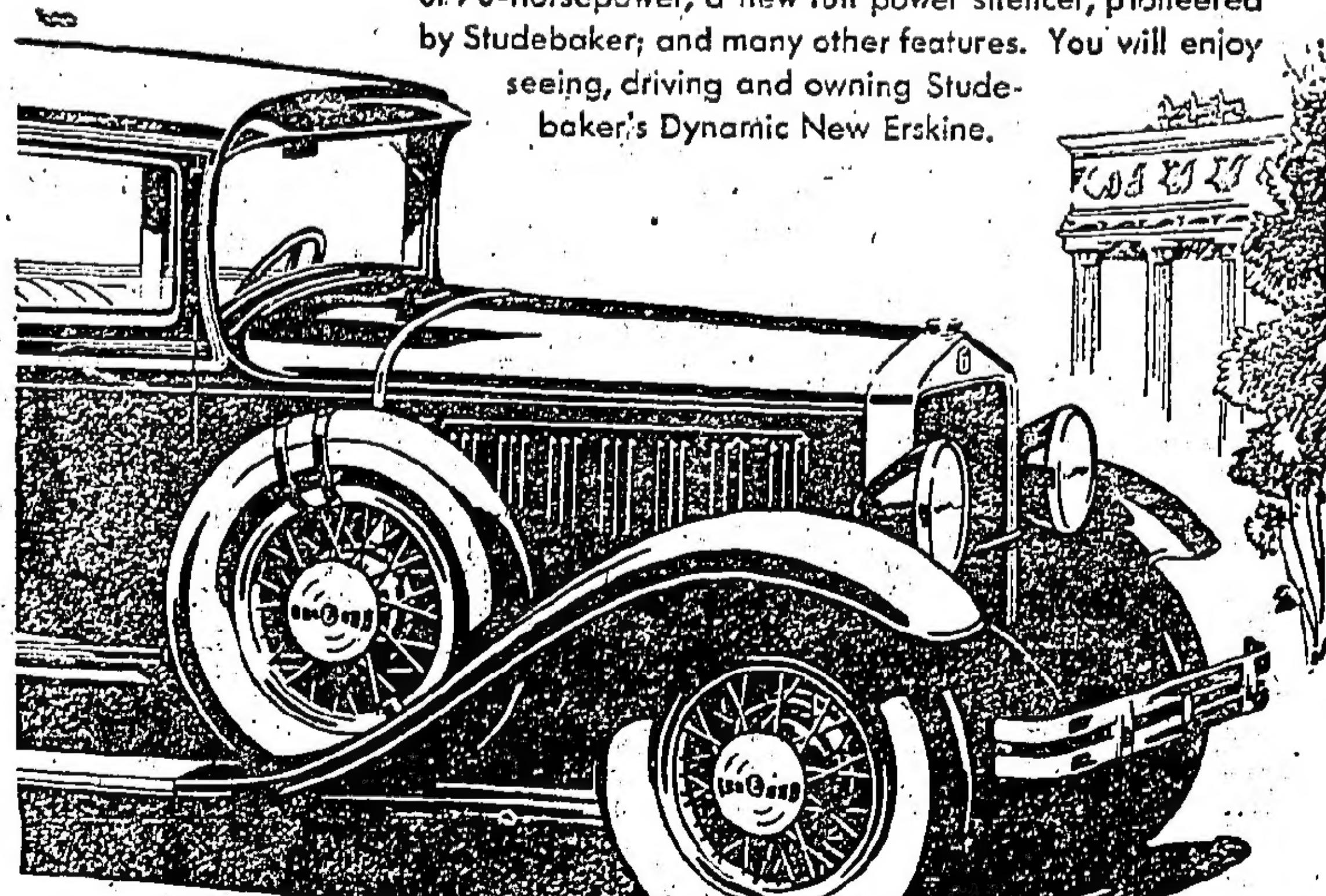
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NASH DESIGN.

Smooth Running and "Pep."

TELLING DETAILS.

If someone were to tell you that the removal of a few pounds of material from the crankshaft of your motor car could reduce the centrifugal load in the crankshaft by more than three tons, you would probably be doubtful, even if you didn't express your disbelief verbally.

Yet this is precisely what happens, and Nash engineers have taken advantage of this engineering principle to provide snappy acceleration, and vibrationless running in the Twin Ignition Eight.

Here is how it is done. Conventional crankshaft design employs solid crankpins, although this solid construction does not affect the rigidity of the crankshaft, and despite the fact that carrying the weight of the crankpins is one of the initial tasks of the crankshaft.

Nash crankshaft design, on the other hand, calls for hollow crankpins, and the removal of a few pounds of metal from the centres of the crankpins not only makes provision for vibrationless running at high speeds, but actually reduces the crankshaft's centrifugal load by more than three tons when the shaft is revolving at top speed.

The force which is necessary to move this weight is now converted into useful power for driving the car. The elimination of this tremendous load naturally results in an unusual degree of smoothness and freedom from vibration. To make crankshaft steadiness absolutely certain, counterweights are forged integrally with the crankshaft, while nine big main bearings prevent any possibility of side movement, whipping or distortion of the shaft at high speeds when the powerful strokes of each of the eight swift pistons register 500 pounds pressure. To insure still greater quietness, the new Eight shaft is balanced with the clutch and the flywheel as a unit, and a torsional vibration damper is added to the shaft to nullify vibrations caused by torsional strains.

Nash engineering, however, does not stop with providing a light, extremely rigid and well balanced crankshaft. Light, but extremely strong reciprocating parts, the units which contribute so materially toward flashing speed and smooth effortless acceleration, have been brought to their finest development in the new Eight coordination of engineering to advanced, twin-ignition standards.

The rods are a brand new Nash mechanical feature. They are made of drop forged aluminum alloy and heat treated to give strength and fatigue properties which are comparable to those of the finest steel. The rods are fitted with forged steel caps on the crank end. This cap controls expansion and contraction in the bearing and assures an absolutely accurate and uniform fit at all times.

In the new Eight, the pistons are made of aluminum alloy, lighter by one pound than cast iron pistons of the same dimension. Improved Invar-Struts aid their perfect fit and smooth operation. Aluminum alloy throws off heat three and one half times as swiftly as other piston materials. It thus conducts heat away from the piston head and prevents pre-ignition or detonation. Both the skirt and the strut, or the supporting Invar steel brace of the new piston, have been designed (Continued on Next Column.)

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NEW LONDON BUSES.

All-Enclosed: Double-Deckers.

FOR QUICK WORK.

The London General Omnibus Co., Ltd., are trying out a new all-enclosed double-deck four-wheeled omnibus, designed specially for dealing rapidly with heavy passenger traffic. On this latest vehicle the usual platform is superseded by a spacious vestibule, the latter being completely enclosed and greatly facilitating the ingress and egress of passengers. In place of the customary circular staircase the new bus has a straight staircase which leads from the vestibule to the middle of the upper saloon. This position, besides assisting free circulation in the saloon, reduces the tendency of passengers to "queue." An emergency exit on public omnibuses with enclosed stairways is an official regulation, and on the new bus this exit, takes the form of a window, at the back of the upper saloon, which opens by means of a handle operated from within, thereby forming a doorway.

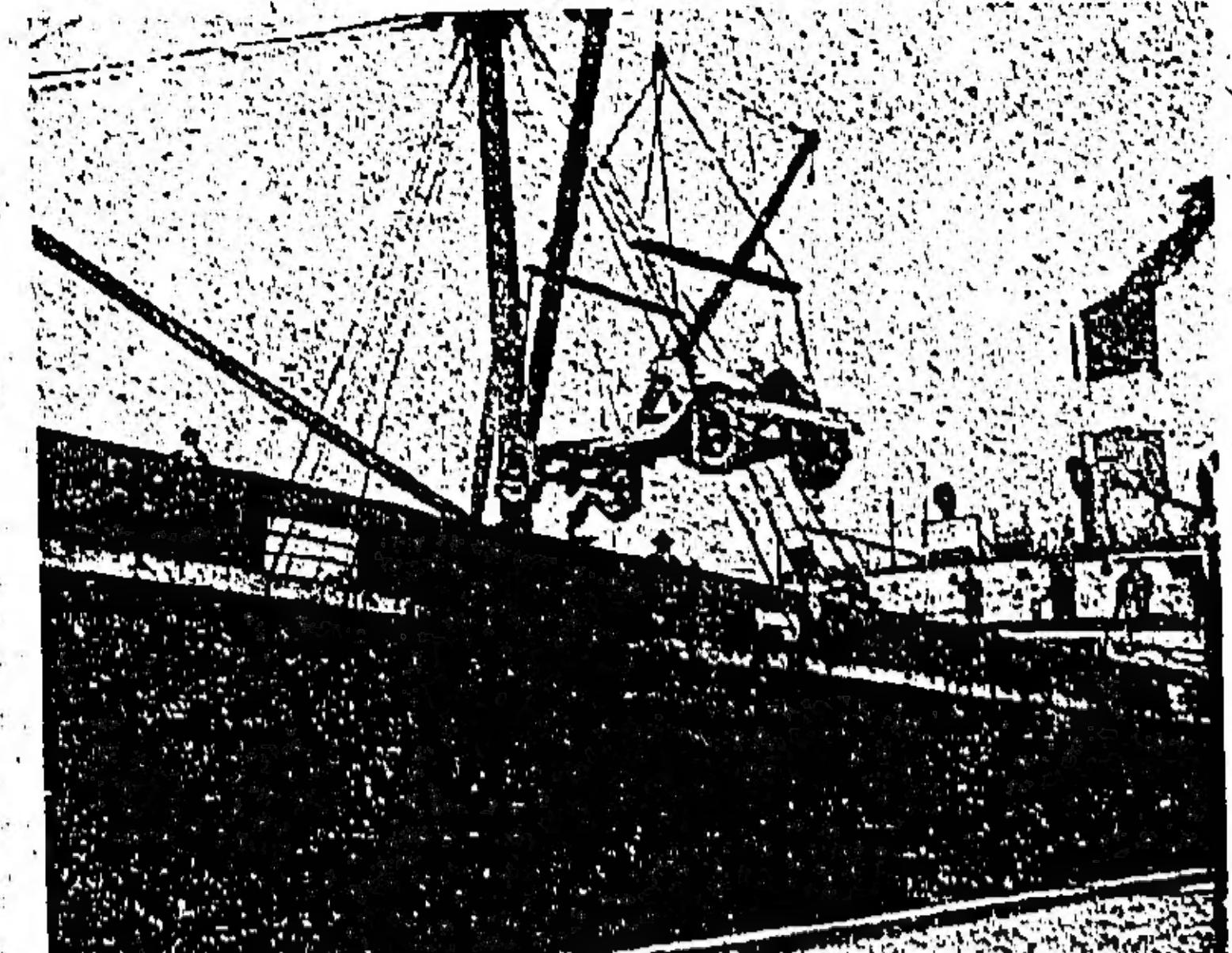
The upper saloon seats 30 passengers and the lower saloon 20, and the extra-wide cross seats are well sprung and upholstered. The side windows in both saloons are in two parts, the front and rear windows being of unshatterable glass. The electric lights are concealed by translucent non-inflammable panels, and instead of cords for bell operation press-devices of unshatterable metal are provided.

The omnibus is mounted on a "Regent" chassis, of the type built extensively by the Associated Equipment Co., Ltd. The engine is an A.E.C. 95-h.p. 6-cylinder overhead poppet-valve unit, and the bus is equipped with balloon tyres. The London General Omnibus Co. are experimenting also with a new single-deck eight-cylindered vehicle, details of which are not yet available.

to reduce friction, and to keep expansion perfectly uniform.

Rigid Nash standards of precision manufacture govern every step of assembling the piston. All connecting rod caps, as well as all main bearings, are dowelled in place to secure positive alignment, and the assemblies must match in weight to one eighth of an ounce.

RECORD FORD SHIPMENT.



Model AA Ford truck chassis being unloaded at Dollas Wharf, Fooching, Shanghai. This steamer carried 300 Ford cars and trucks, which is probably the largest single shipment of motor cars ever made to China.

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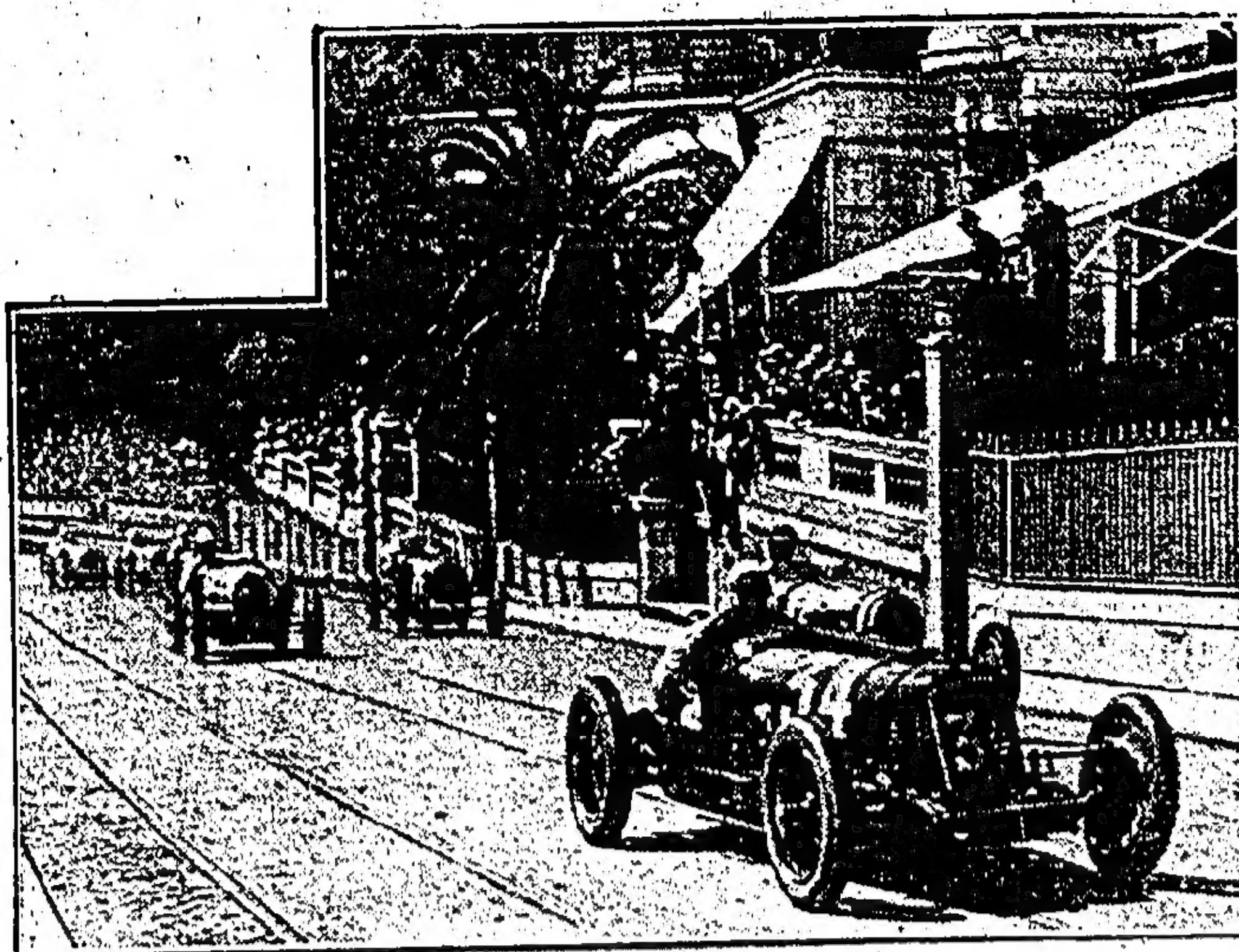
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MOTOR RACING AT MONACO.



The Grand Prix de Monaco was won by René Dreyfus, driving a Bugatti, in 1 hr. 23.6 sec., at an average speed of 86.317 kilometres an hour over a course of 318 kilometres. The next four places were also occupied by Bugattis. A photograph of the race in progress through Monaco.

"RUNNING IN" A NEW ENGINE.

First Thousand Miles.

NO SPEEDING.

The task of "running in" an engine can be full of interest, although the notice attached to the windscreen stating that the "running in" speed should "not exceed 25 m.p.h." seems to indicate a slow, and wearisome pilgrimage of some hundreds or even thousands of miles.

Modern study of the conditions of new engines after sustained and steady speeds shows that such a method is not the best means of producing good working surfaces on bearing and pistons. A new shaft or journal rotating continuously at one speed is inclined

to adopt a fixed attitude to its bearings, and so bear unduly on certain localities—thus setting up wear at particular points and the makers. In any case, at any allowing the bulk of the lubricant to confine itself to the surfaces under less pressure. Under these conditions the tendency will be for parts to wear oval-rather than round, and for high bearing spots to cause considerable friction when the engine is speeded up after the mileage set for "running in" has been covered.

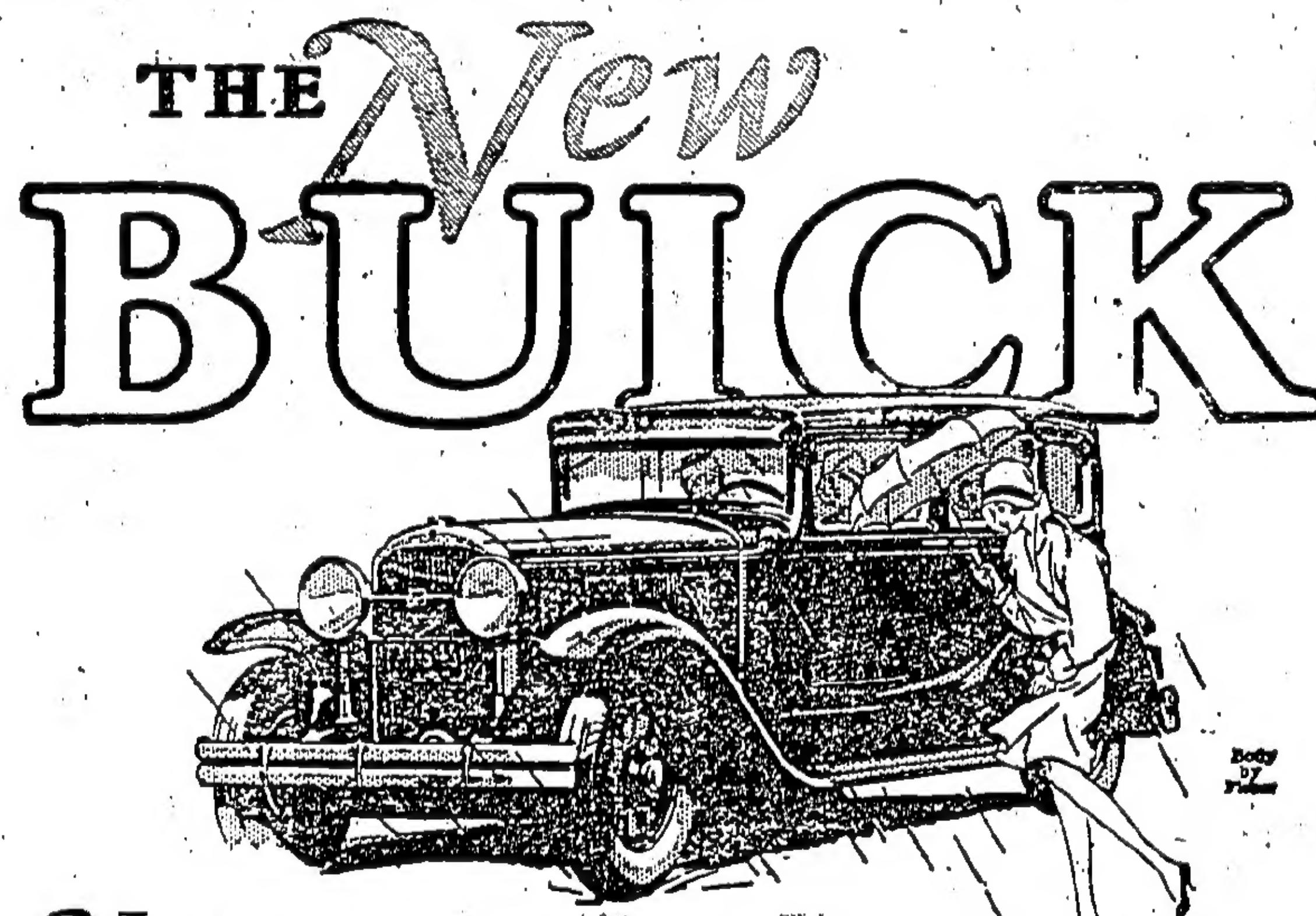
It is wiser to vary the engine speed frequently during "running in"—to include three-quarters of the engine's range but not, of course, to keep going for more than a mile—or so at the high speeds until the driver is sure that the engine is free.

Watch Water Boiling.

The oil level and oil pressure should be carefully watched during "running in" and if a radiator thermometer is fitted it

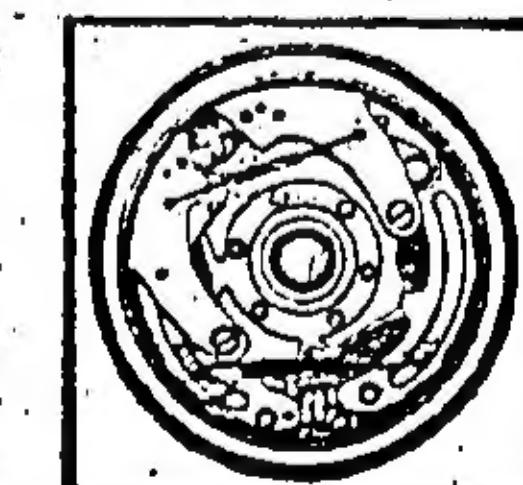
is important to see that the engine is not run at higher temperatures than those indicated as safe by wear at particular points and the makers. In any case, at any allowing the bulk of the lubricant to confine itself to the surfaces under less pressure. Under these conditions the tendency will be for parts to wear oval-rather than round, and for high bearing spots to cause considerable friction when the engine is speeded up after the mileage set for "running in" has been covered.

Manufacturing methods of the old days perhaps necessitated considerable slow "running in" to achieve a working fit all round, but to-day tools of precision and materials of consistent quality are available so that cars are turned out with accurately fitted parts; owners may therefore run them in the manner suggested with safety. (Continued on Next Column.)



New Controlled Servo Enclosed brakes

unrivalled for smooth, sure, silent operation in any weather . . .



To Buick, pioneer of four-wheel brakes, now falls the distinction of another major achievement in this same vital field: the development and introduction of Buick Controlled Servo Enclosed Brakes—the most effective four-wheel braking system ever devised for any automobile! Buick's new brakes are of the highly efficient internal-expanding type. They are fully enclosed—fully protected against dust and water—and thus assure maximum braking effectiveness under all weather conditions. They represent the highest development of the self-energizing principle, which makes the car's own motion provide part of the

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WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM

SUMMER HINTS.

Tune Up Your Car.

[Although the hints on lubrication do not wholly apply to Hongkong, much of the advice is applicable to Hongkong motorists.]

Summer requires a different type of lubrication than winter. The oil that has been used during the cold spell, therefore, should be removed and fresh lubricants put in.

Before the new oil is installed, however, care should be taken to clean those parts calling for oil. When the crankcase oil is drained, it should be cleaned with a quart of thin oil or kerosene. If kerosene is used in cleaning, it must be flushed out thoroughly before fresh lubricating oil is put into the crankcase. Otherwise it would dilute the lubricating oil and decrease its effectiveness.

The transmission case and the differential should be drained, cleaned thoroughly and refreshed with a heavier oil or grease. The crankcase also might take a slightly heavier oil for summer driving, unless the manufacturer specifies otherwise.

In cleaning out the transmission and differential of the winter oil, an important operation is that of removing any metal grit or chips that might have been removed from the gears. This might be scraped out with a wire brush, or removed with the hand. Then, with fresh lubricant, these parts are ready for good summer's driving.

At this time, the engine should be tuned up. The spark plugs should be cleaned with kerosene and scraped of all carbon deposit. The points should be set after cleaning with emery cloth or a knife. They should form a gap equal to the thickness of a thin dime.

If plugs are badly sooted or worn, they should be renewed. If the car has been driven 10,000 miles, the oil filter should get a new cartridge.

The process of tuning up the motor includes grinding the valves and resetting them to the proper clearances; taking up the connecting rod, piston pin and main bearings if they require this; cleaning and adjusting the distributor points; cleaning all ignition terminals; and tightening them; tightening the cylinder head after installing a new gasket; tightening the water pump; and readjusting the carburetor for a thinner fuel mixture.

The manufacturer's instruction book will tell how the latter operation is done.

An important pre-summer operation is that of lowering the generator charging rate so that it will put not more than 10 amperes of juice into the battery. This can be done by a competent electrician in a moment.

The decreased use of lights and the lower drain on the battery from the electric starter explains this. Too high a charging rate will ruin the battery.

The battery should be inspected for a cracked case of deterioration at the top, or for corroded terminals. If the two former troubles are observed, the battery should be repaired or replaced. If the latter, the terminals may be cleared of corrosion by washing with a baking soda solution, one teaspoonful to a glass of water, and then covering with grease, or vaseline.

The battery should be refilled with distilled water and the terminals should be cleaned and tightened.

Finally, the wheels should be checked for alignment and the tyres examined for cuts and abrasions. A skid into a curb might injure the rear wheel bearings and cause it to wobble. These should be tightened or replaced. The front wheels should be realigned.

Then, with a clean body inside and out, the car is ready for a pleasant summer.

NOT DANGEROUS.

Coroner and Speeding.

Dr. F. J. Waldo, the senior London coroner, is frequently in the limelight for his efforts to lessen the number of traffic fatalities. He said recently that in Southwark there were twice as many accidents last year as in the City of London, and that the average speed of vehicles involved was only 9 m.p.h. Only in one case in the area under discussion last year did an accident occur through a vehicle travelling at a speed over 20 m.p.h.

and achieve maximum freedom in a few hundred miles.

It is always wise to run off the engine oil after the first two or three hundred miles, and again some time before the first thousand miles, to ensure the removal of abrasive matter accumulated from the "bedding down" process. By courtesy of Shell.



A NEW GENERATION OF MOTOR CARS!

Motor car progress took a mighty step forward when the 1930 Nash "400's" appeared.

These brilliant, new six and eight cylinder motor cars, in the modern manner, bring to motor travel an entirely new pleasure and efficiency. They are so far ahead of the usual you will instantly

sense the difference. They were created for the fastidious buyer. Unsurpassed in beauty—powered to perform as never before—they are replete with features which establish a new standard of motor car performance.

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Notable features of the 1930 Nash "400" include: new body designs—longer wheelbases—new radiators with built-in automatic shutters—more powerful Twin-Ignition engines—automatic chassis lubrication—hydraulic shock absorbers—mechanical 4-wheel brakes—steel spring covers with sealed-in lifetime lubrication—Duplate non-shatterable plate glass.

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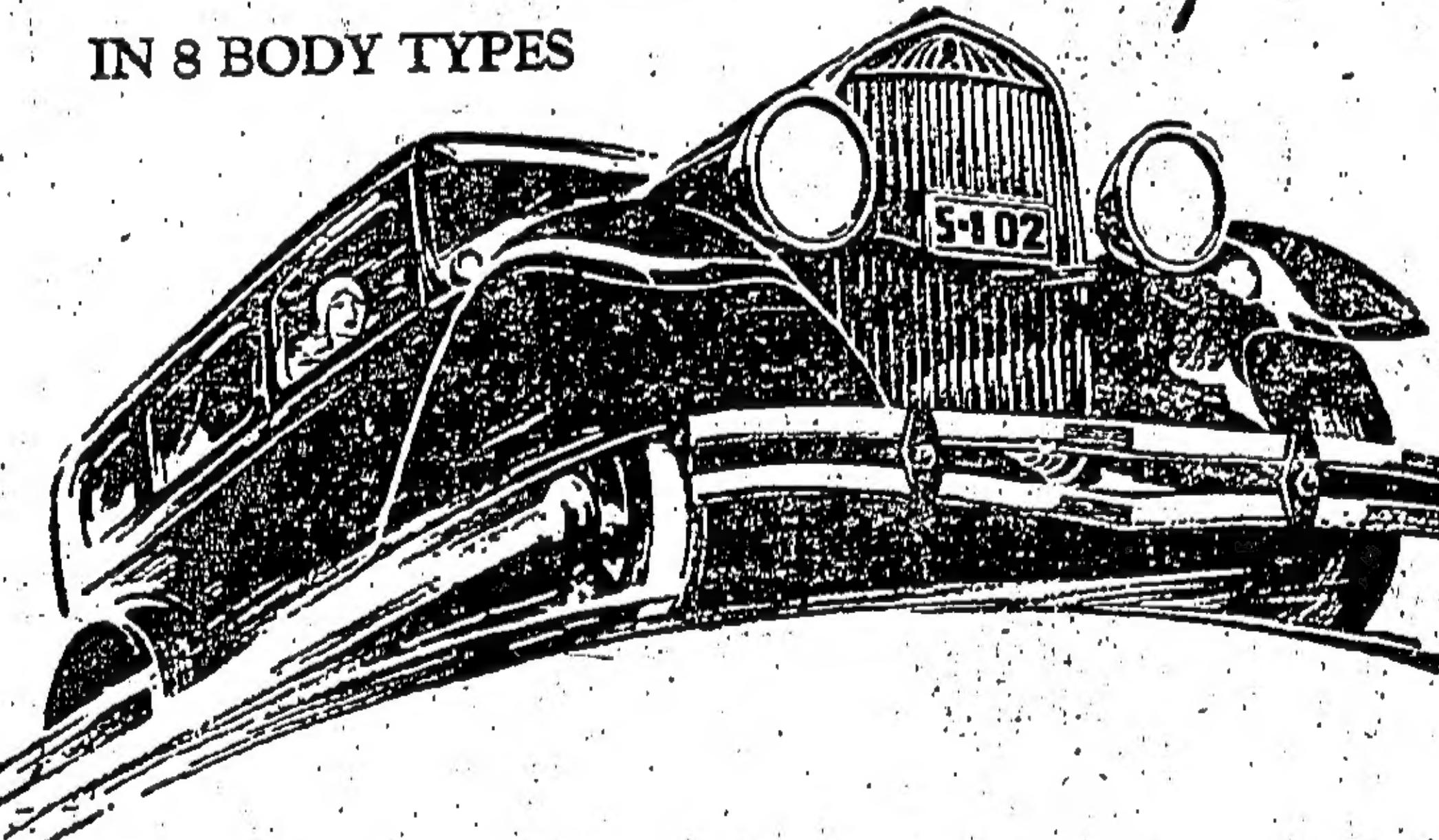
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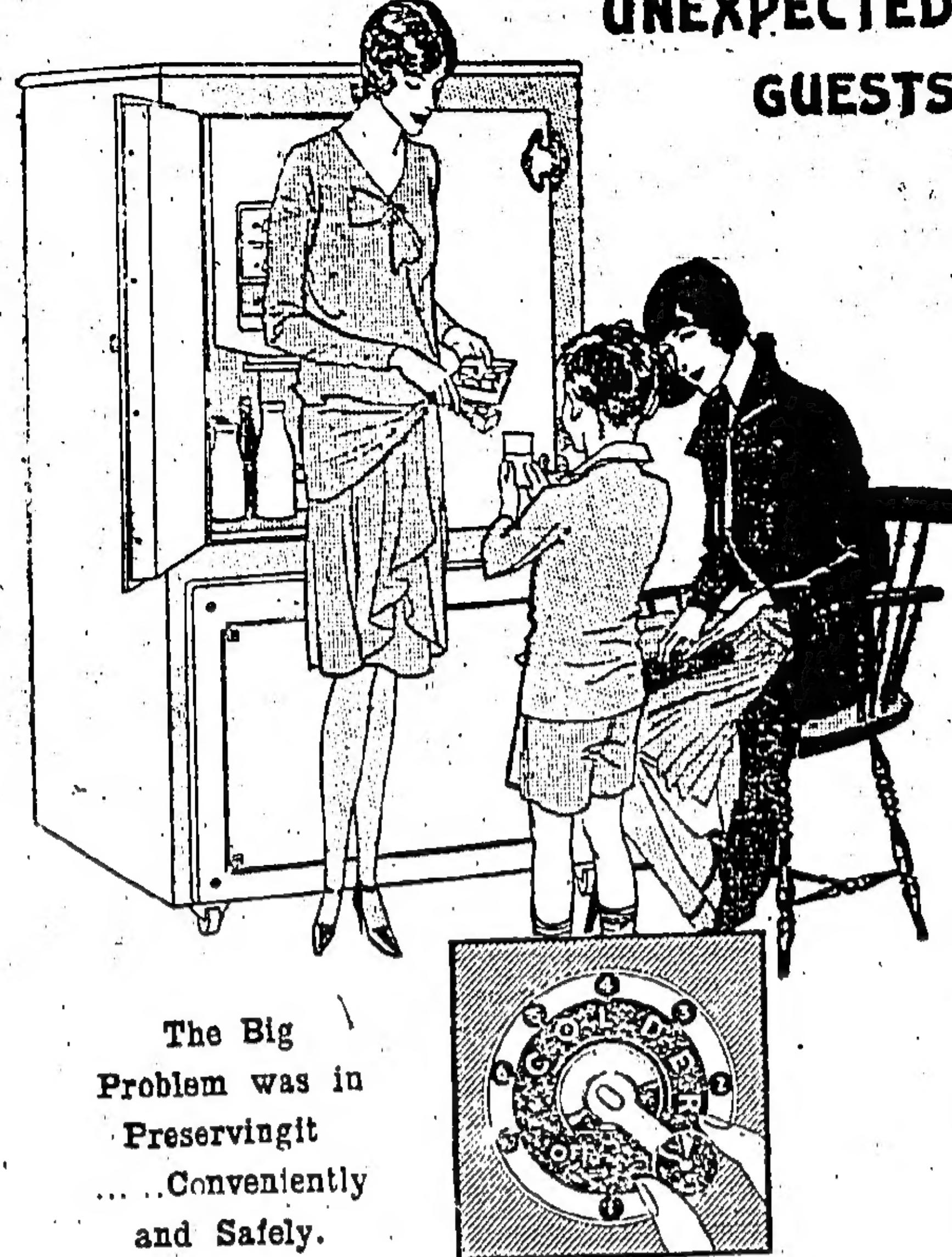
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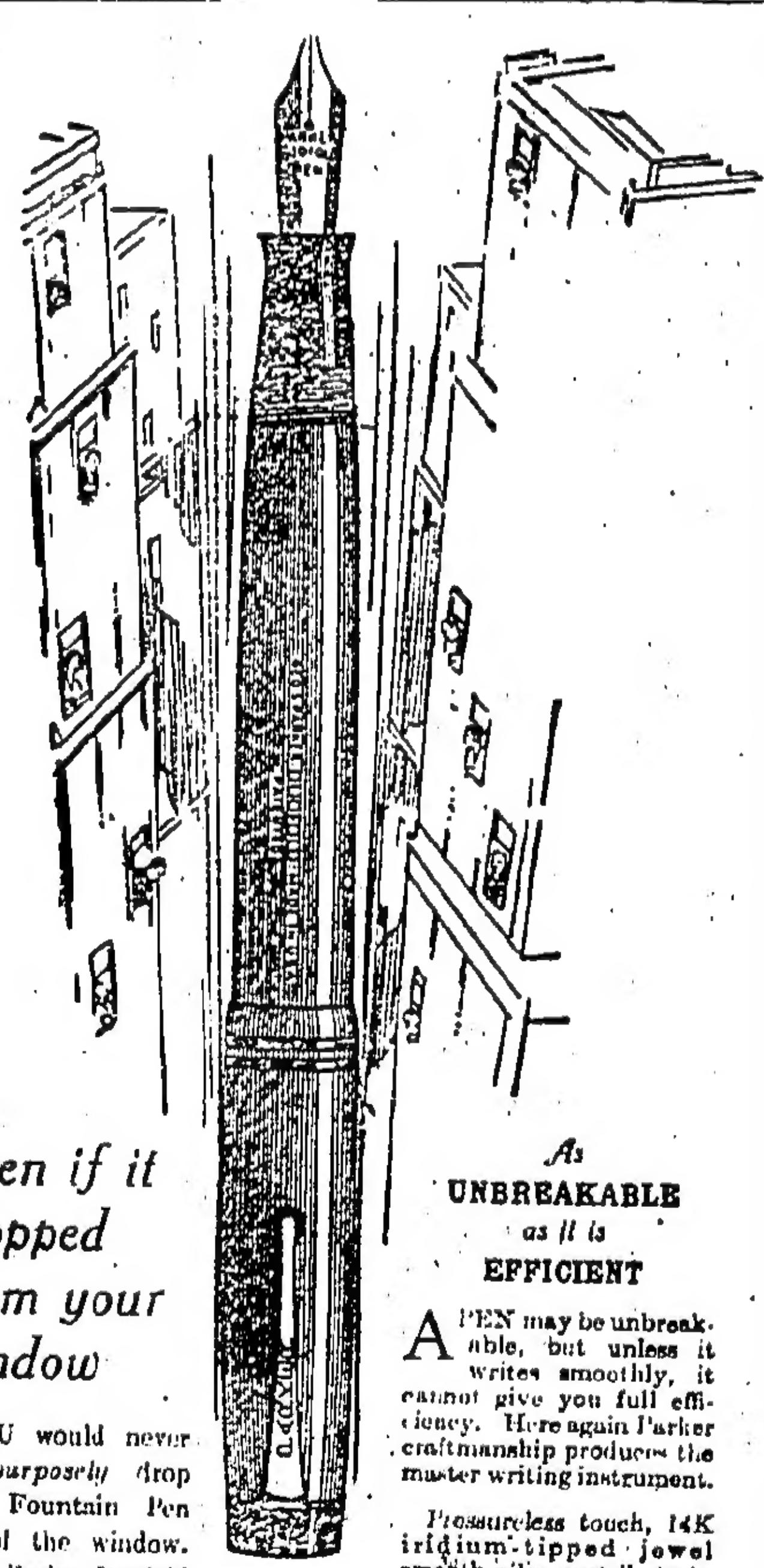
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The final report of the Departmental Committee on Ethyl petrol states that there is no reason for prohibiting the use of Ethyl petrol. If Ethyl petrol were used universally it is stated, pedestrians, drivers, and even police officers on traffic control duty would not be likely to inhale dangerous quantities of lead. Also there need be no danger in garages from cylinder-head deposits, exhausts, or spillage, if there be regard to ordinary cleanliness and ventilation.

LUNDY ISLAND'S
COINAGE.

GOVERNMENT TO OPPOSE
RIGHT OF ISSUE.

It is understood that the Government is to contest the right of Mr. Martin Coles Harman, the present owner of Lundy Island, to issue special coins and postage stamps for use on the Island.

Last year Mr. Harman's issues attracted interest among philatelists and numismatologists. The coins and stamps were based on the denomination of a puffin, with a half-puffin, the puffin being a sea-bird common on the Island where it is known as a "Lundy Parrot." On the obverse of the coins is the head of the owner, while an inscription runs round the edge, "Lundy Lights and Leads."

Mr. Harman bought Lundy for £16,000 on October 21, 1925. He contends that the owner of the Island has always been permitted to administer the Island according to his own will. He points out that Lundy is a "west-point-size self-governing Dominion, like Canada or Australia." But there is a difference, in that, according to the Representation of the People Act of 1918, the islanders who were qualified have had the franchise. They have voted at one election on the Island itself, but since then on the mainland at Instow, near Barnstaple. At present there are four names on the voters' list for the Barnstaple Division, one being that of Mr. Harman himself and the other being a service man on the absent voters' list.

Mr. Harman states that if his action regarding the issue of coinage is challenged he will appeal direct to the King.

An inquest, the only one ever held on Lundy, was conducted recently by the North Devon coroner on the Island. Last week the ashes of Mr. Walter C. Hudson, Heaven, a former owner of the Island, were placed in a vault on the Island. He died in Australia but at his wish the ashes were taken to Lundy.

Lundy is not the only part of the British Isles enjoying "Home Rule." The Calf of Man and Brownsea Island, near Poole, are privately owned and have special privileges. Feudal conditions also survive on Herm, one of the smallest of the Channel Isles.

In the thirteenth century Lundy was held in demesne by the Crown, but has changed hands many times since then.

LINER STOPS TO SAVE
DOG.

RESCUE IN THE BAY OF
BISCAY.

The humanity of a Liverpool ship's captain in turning his ship round in mid-ocean to save the life of a dog which had fallen overboard has come to light.

The commander was Captain A. D. Turton, in charge of a Clan liner carrying a number of valuable foxhounds from Liverpool to Bombay.

"When the vessel was crossing the Bay of Biscay," writes a friend of the captain, "the fox-hound had just been exercised round the deck and was tied up on the after deck."

"About eight a.m. it was missed. It must have slipped its collar and fallen overboard."

"The chief officer noticed the collar hanging empty. A search was made but the dog could not be found."

"Half an hour passed before the loss was reported to the captain, but as soon as he learned of it he turned his ship round and steamed back the estimated distance travelled since the mishap, plus an extra mile."

"The dog was not seen and the vessel turned round again and steamed on the southerly course. The dog was then sighted."

"Captain Turton hove to while a boat was lowered and the dog was hauled aboard exhausted. A few hours of careful attention and it completely recovered."

I WANTED TO SEE
MUMMIE."

WHY BOY OF NINE CAME
ALONE TO LONDON.

"I wanted to see mummy. She hasn't been to see me for six weeks."

This was the explanation of 9-year-old Dicky Hardinge, Eastern Esplanade, Southend-on-Sea, after he was sent back home by the police from Liverpool-street Station, London.

The boy's mother is employed in Hampstead. Dicky left his father's home in the early morning, hatless and wearing his slippers.

He managed to get to Liverpool-street Station, where his forlorn little figure attracted the attention of a man, who gave him a meal and handed him over to the police. Dicky had previously been reported missing, and on that occasion was found asleep on a cold, dark night in an open boat.

A FUSS ABOUT A
FORTUNE.

LUCKY GIRL WHO FAILED
TO UNDERSTAND.

£20,000 SURPRISE.

Left a fortune under the will of Mr. John Samuel Newlyn, Miss Marjorie Joyce Clementson, daughter of the rector of Staplehurst, declared in an interview that she "did not know what all this fuss is about."

Miss Clementson, who is 24 and a lover of outdoor life, is living at Knoll House, the former home of Mr. Newlyn. It is a lovely old-world dwelling, standing in its own grounds and hidden from the road by trees.

"Mr. Newlyn was a friend of mine," Miss Clementson went on. "He had lived here many years, and in time we became very great friends. That is all."

Enormously Surprised."

"I was enormously surprised when the legacy was announced, for I had no idea that any such fortune was coming my way."

"My father has been rector here for nine years, and it was really through my being superintendent of a Sunday school mission about two miles away that I became friendly with Mr. Newlyn. Going backwards and forwards every Sunday, as I did, I often used to call in here for tea."

Mr. Newlyn's wife died in 1925, and afterwards he was a very lonely man. My father had been friends with him for many years—long before I knew him."

"Details published regarding the legacy are in some cases incorrect. The estate has not yet been completely wound up, and at the moment I cannot say definitely what my income will be."

The Assistant Curates."

"At the most I should say that it will come from a capital sum of £20,000. I only get the income, the capital being in trust."

"I am going on with my parish and social work. My father has no curate, and my sister and I do all we can to help him. Among lots of people around here we are known as 'the assistant curates.'

Miss Clementson was reminded of the condition in the will that she must forfeit the house and the income if she marries, and of the fact that English law would not allow such a condition to operate.

"In any case the stipulation does not matter, for I am far too happy to, well—"

"But if I ever do want to get married," she added, "I certainly shall not allow this place to stand in my way."

VANISHING CLERGY.

MAY BE EXTINCT IN THIRTY
YEARS.

That the number of clergymen was decreasing at such a rate that they threatened to become extinct in England and Wales in 30 years, was the declaration of Mr. C. E. M. Joad, at the National Union of Students Congress at Cambridge.

Churchmen, he said, were absorbed in controversies over technical matters of no interest to the layman.

Young men and women to-day found it impossible to accept the old idea of religion. Whenever they went into a church they were required to leave their intelligences in the porch.

Captain C. W. Hume, of London University, said Mr. Joad's attack could not be taken seriously. With the present conditions of pay, only a martyr would become a Church of England clergyman.

A. BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is a condition of the body as it were, of the vital forces that sustain the system. No matter what may be its causes they are almost always the result of a nervous system.

Transporting an English team with its ponies to America is, of course, a very costly business."

"One of the great drawbacks

that we have to face," Captain Tremayne told the *Daily Chronicle*,

"is the great heat to which

American ponies are accustomed.

The match has to take place in

September, and the heat is terrific.

"However, we hope to have

three weeks' practice in which to get accustomed to the climate."

THE NEW FRENCH REMEDY.

TERAPION NO. 3

than by any other known combination. Scientifically prepared, it is a powerful tonic

and a nerve stimulant, and is especially

useful in all cases of debility, loss of

vital strength and energy to throw off these

weak feelings, and as night succeeds the day,

the body becomes certainly secured by a course of

THE EXPIRING LAMP OF LIFE.

LIQUIDATED UP FRESH,

and an experience imparted in places where

to lately seemed worn-out, tried up and valueless.

constitutions and conditions in either sex, and it

is difficult to imagine a disease or derangement

whose main feature is weakness, that will not

be relieved by this remarkable

repercussion, which is destined to

abolish everything that had preceded it for this

wide-spread and numerous class of humanailities.

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THE EXPIRING LAMP OF LIFE.

THIS AFTERNOON'S RACING.

GOOD PROSPECTS IN THE HANDICAP EVENTS.

"RINGTAIL'S" TIPS.

With the exception of the Customs Handicap and the Substitute Stakes, fields should be fairly large for the Fifth Extra Race Meeting at Happy Valley this afternoon.

Two ponies, Royal Flush and Zorhan, both of which have loomed large in the public eye of late, should win their respective races, and with Winsome Stag, which has been entered for the Novice Race, should make a very formidable trio and show a return for an investment each way.

Some exciting finishes should be seen in the handicap events, of which there are seven.

Some of the runners of the last few Meetings will be absent, having been sent to Shanghai for the summer season. However, a good sprinkling of first-class ponies is still with us, and everything points to the success of this Meeting.

My selections are as follows:

1st Race.

Zorhan
Piccallilli
New Years Eve

2nd Race.

Four Clubs
O'Moon
Christmas Frolic

3rd Race.

Armonia
Abel
The Pheasant

4th Race.

Royal Flush
November
Monterey Bay

5th Race.

Town Hall
Little Thunder
Mike

6th Race.

Winsome Stag
San Francisco
Chesapeake Bay

7th Race.

Zephyr
Duke of Normandy II
Thunderbolt

8th Race.

Carnival Eve
Christmas Chimes
Nationalist II

9th Race.

Duke of Milan
Kirribilli
The Jamaica

10th Race.

Osiris
Lonesome Night
Chess Hall

CINEMA NOTES.

"MADAME X" DRAMA OF MOTHER LOVE.

"Madame X", perhaps the stage's greatest drama of mother love and, incidentally, credited with being the "courtroom drama" in history, has come to the talking screen, a rejuvenated and certainly much more interesting drama than in its older form.

Metro-Goldwyn-Mayer's all-talking version of the famous old play, with Ruth Chatterton in the title role and Lionel Barrymore as the director, presents an older drama in a very glamorous new dress. It retains all the drama that made the original practically a classic of the stage, but it presents it in the new, swiftly moving structure of the screen. It is, literally, a blend between the style of the silent drama and the stage—it's tempo that of the silent picture with its rapid action and kaleidoscopic changes of locale. The dialogue, too, is different—shortened and concentrated to match the action. It is in effect a concentrated essence of drama.

Ruth Chatterton, as the ill-fated heroine, is superb. Rising to the heights of dramatic emotion and the depths of despair by turns, she gives a performance that is literally a revelation as to what can be done by an artist with this new medium of the screen, and Lionel Barrymore's deft direction of every scene is echoed in the subtle little influences that fairly grip the audience.

The cast is a perfect one. Lewis Stone, as the stern husband and Raymond Hackett, as the son, have the two most important male roles, and young Hackett, in the dramatic courtroom scene, perhaps even surpasses his great role in "The Trial of Mary Dugan". Eugene Besserer as "Boss" Holmes, Herbert as "Noel", Ulric Haupt, Mitchell Lewis, Sidney Toler, Carroll Nye, Richard Carle, and the rest are all seen in roles that they fill as though they were specially written for their individual talents.

WINE IN PRINCE PICTURE.

ARTIST DISCOUNTS STORM AT ACADEMY.

EARLY CRITICISM.

A painting of an ice skating carnival showing the Prince of Wales in the foreground sitting at a dining table with an uncorked bottle of champagne at his elbow, has aroused criticism.

It is the work of Mr. Howard Robinson, and it is to be exhibited at this year's Royal Academy.

The Prince is shown knocking the ash from his cigar as he watches the skaters in fancy costumes who provide a riot of colour.

"Some people are jibbing at the bottle of champagne," Mr. Robinson told a Press representative.

"They describe it as bad taste on my part and declare it will give offence to many people.

"I believe a photograph of King Edward in close proximity to a bottle of wine caused something of a stir at Court, but public opinion has advanced since then.

"Why should not the Prince of Wales be allowed champagne? Moreover, my original sketch has been approved by the Prince's staff at York House, who gave me permission to include H.R.H.

When Mr. Robinson included the Prince in a previous group, the Prince found fault. It depicted an evening at the National Sporting Club.

"I don't know much about painting," said the Prince, "but don't you think my collar is a little too high? It has the effect of making my neck look short. But it is not your fault. It's those laundry people who have washed my collars all wrong."

The rink picture, which includes about 150 figures, has taken five months to paint.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1435 b.
Chartered Bank, \$174 n.
Mercantile A. & B., \$302 n.
East Asia, \$184 b.

Insurances.

Canton Ins., \$915 b.
Union Ins., \$485 b.
North China Ins., Tls. 160 b.
Yangtze Ins., \$50 n.
China Underwriters, \$1.85 b.
China Fires, \$365 b.
H. K. Fire Ins., \$925 b.

Shipping.

Douglas, \$222 n.
H. K. Steamboats, \$254 b.
Indo-Chinas, (Def.) \$43 n.
Union Waterboats \$33 b.

Mining.

Bouguets, \$71 b.
Kailans, 4/13 n.
Langkangs, Tls. 13.10 n.
Shai Explorations, Tls. 1.30 n.
Taubes, \$214 s.
Tromos, 12 n.

Docks, etc.

Kowloon Wharves, \$185 b.
Whampoa Docks, \$40 b.
China Providents, \$610 b.
Hongkong, Tls. 260 b.
New Engineering, Tls. 8 b.
Shanghai Docks, Tls. 133 n.

Cottons.

Ewo Cottons, Tls. 13.80 sa.
Shai Cottons, Tls. 82 (old) b.
Lands, Hotels, etc.
H. and S. Hotels, \$12.95 sa.
H. K. Lands, \$84 b.
Shai Lands Tls. 272 b.
Humphreys, \$15. b.
Realities, \$1. sa.
Chinese Estates \$98 a.

Public Utilities.

Tramways, \$20.75 b.
Peak Trams (old) \$11.25 n.
Star Ferries, \$86 b.
China Lights, (Old) \$284 sa.
H. K. Electrica, \$797 b.
Macao Electrica, \$23 b.
Telephones, \$13.75 b.
China Buses, Tls. 194 b.
Singapore Tractions, 10- b.

Industrial.

China Sugars, \$1.10 s.
Malabons, \$27 n.
Cald: Magc. Ord: Tls. 10.70 n.
Canton Ices, \$2.50 n.
Cements (Comb.) \$16.50 b.
Ropes \$510 n.
United Asbestos \$5 b.

Stores, etc.

Dairy Farms, \$26. b.
Watsons, \$124 n.
Der A. Wings, \$1 b.
Lane Crawfords, \$3.50 n.
Mackintoshes, \$191 n.
Sinceres, \$12 n.

Miscellaneous.

Amusements, \$294 b.
Constructions, \$1.70 b.
B'que Ind. G. Bonds, 69% b.
H.K.G. Loan 8 1/2% Prem. Ex. Int.

SHANGHAI JOCKEY SUSPENDED.

HAIMOVITCH NOT TO RIDE TILL NEXT YEAR.

CHAMPIONS INCIDENT.

Shanghai, May 12. As the result of a meeting of the Stewards of the Shanghai Race Club on Saturday night, it was decided to suspend Mr. Victor Haimovitch from riding until December 31, 1930.

The decision was reached following a special meeting of the Stewards, at which evidence was given by both Mr. Haimovitch and Dr. E. J. Edgar regarding the incident which led to the suspension of Mr. Haimovitch from riding in the Champions on Wednesday last.

Mr. Haimovitch might have chosen an American girl for this important position, but he is convinced English girls are the best dancers in the world, that his 12 Plaza Girls are English, his 24 Tillerettes are English, and his mistress of ballet is now an English-woman.

Miss Hellwell was busy rehearsing the ballet when a Press representative saw her with her troupe.

BRITISH DISTINCTION.

Once a beginner in a Tiller troupe, Miss Ethel Hellwell, a pretty Lancashire lass, is now mistress of the ballet for Mr. Francis Mangan, the American who directs the Paramount productions for the Plaza Theatre.

The decision was reached following a special meeting of the Stewards, at which evidence was given by both Mr. Haimovitch and Dr. E. J. Edgar regarding the incident which led to the suspension of Mr. Haimovitch from riding in the Champions on Wednesday last.

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Miss Hellwell was busy rehearsing the ballet when a Press representative saw her with her troupe.

Half from Lancashire.

"We are proud of the fact that 10 per cent. of the girls come from Lancashire," she said.

"The Tillerettes have just completed most successful season at Monte Carlo, where they were the rage. After the Coliseum engagement the Plaza Girls are going to Paris to appear in talkie productions.

"There is a wonderful team spirit among the girls. They do not think of personal ambition, but are supremely happy if their troupe appears in bigger and bigger letters on the bills.

"All the girls have been trained by Mrs. John Tiller, with whom Mr. Mangan has contracts.

Sister as Captain.

"Before I became mistress of the ballet for Mr. Mangan," added Miss Hellwell, "I was captain of the troupe, a position my sister now holds.

"We are looking forward with great excitement to the opening night at the Coliseum, for we have wonderful scenery.

"The all-silver sequin costumes are the prettiest imaginable, and the Garden of Orchids scene is charming.

"Toe, step, acrobatic and high-kicking dancing will be seen, and we have one singer, Miss Florence Starr."

Miss Hellwell and her sister Mabel will do speciality dancing.

EXCHANGE RATES.

London, May 16.

Paris	123.055
Brussels	34.82
Amsterdam	12.085
Berlin	20.37
Copenhagen	18.165
Vienna	34.465
Prague	16.164
Lisbon	10.80
Bucharest	4.146
Buenos Aires	43.1/4
Shanghai	2/0.13/32
New York	25.13
Geneva	92.68
Milan	18.125
Stockholm	18.16
Oslo	10.93
Helsingfors	39.765
Madrid	3.75
Athens	5.5%
Rio	1/5.13/16
Bombay	1/5.13/16
Hongkong	19.3/16
Silver (spot)	19.3/16
Silver (forward)	19.3/16



One silent picture that is still popular.

The Very Idea!

What does 1931 hold in store? Let the prophetic voice of Old Moore speak through the pages of Foulsham's Almanack, as it has done every year since 1697.

Old Moore is optimistic. He starts off in a foreword with a charion cry. "Britons! get ready and prepare for the new and happier state of life which begins in 1931."

There are "black" days, however, in Old Moore's Calendar. On January 5 he predicts the death of an important member of the Ministry. February is a "black" month for India, and the old seen prophesies outbreak of violence and lawlessness in Calcutta.

Theatre goers should know of Old Moore's warning about March 20, a day which he has set apart for a disaster in a London theatre "which will exact a heavy toll among the younger generation."

March, in fact, despite the foreword, seems to be full of mishaps, accidents, and disasters.

A famous political Minister will "pass over," according to Old Moore, in June, which is a bad month for our own Royal Family.

Old Moore has fixed the fall of the Government for the middle of October, and the return of a new National Party. Foreign and Empire trade will be one of the main issues before the electorate.

"I am seeking a cashier."

"We supplied you with one last week."

"That's the one I am seeking."

[A Frenchman has invented a microphone with a loud speaker attachment for the use of motorists.]

When I bend over the microphone, As I drive my speeding car, Shall I speak in a soft and gentle tone?

That will carry far? Shall I coo on a dove-like note and say,

"Excuse me, sir, but you're in my way."

Sorry to trouble you and all that, But I should so hate to knock you flat.

So would you mind? That's awfully kind!

I feared that, perhaps, you were deaf and blind.

No, don't apologise, sir, I pray. Good day, good day, good day!"

Or you think that you own the whole of the road?



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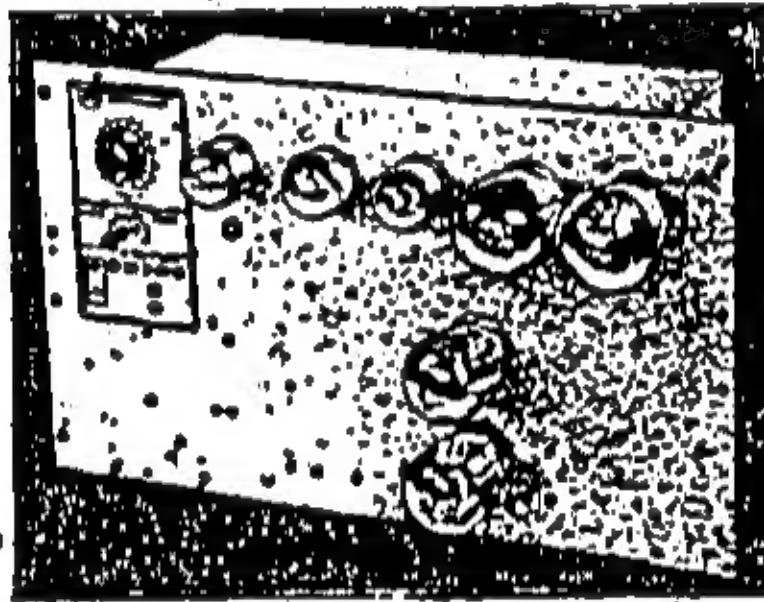
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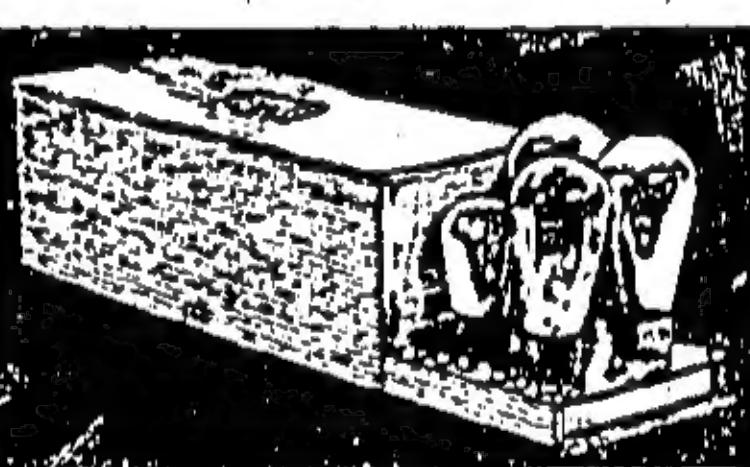
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The introduction of 679 two-stage auditorium amplifiers brings medium power amplification within reach of all. Coverage from 20'0 to 50'0 people; can handle from 4 to 9 electro-dynamics or from 30 to 60 magnetic speakers.



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THE LADIES' FAVOURITE SILK SHOP.

WANTED URGENTLY BOYS' CLOTHING

By the Hongkong Benevolent Society
Gifts of Boys' Clothing will be gladly accepted at the City Hall any Monday or Thursday from 10.30 to 11.30 a.m.

RACING SENSATION.

STEWARDS DISQUALIFY ORLANDO.

Following on an enquiry by stewards of the Hongkong Jockey Club, notifications were posted up yesterday to the effect that the Hongkong Jockey Club had discovered that a stimulant in the form of whisky had been administered to a pony of this season, Orlando, owned by Mr. Retsuji, and that the two victories of this pony on the first and second days of the fourth extra race meeting would therefore not count. With the disqualification of Orlando, the second ponies in each instance are awarded first prize. Accordingly, Christmas Frolic is officially announced winner of the Commonwealth Handicap, "B" Class, on the first day, with Cream Cracker second and Gay Caballero third. In the Mrs. Bay Handicap, "B" Class, on the second day, Lobster Bay is announced first, with Christmas Frolic second, and Armony third.

It should be noted that while the decision of the Jockey Club will affect the ponies in each race, it will not affect the pari-mutuel dividends. Incidentally, Orlando returned the winning dividends of \$55.10 and \$43.90.

It will be recalled that after running disappointingly at the annual race meeting, Orlando, owned by Dr. J. C. Macgown, was recently sold to Mr. Retsuji. This pony ran in the colours of Mr. Retsuji at the fourth extra meeting.

Official Notifications.

The text of the official notifications by the Stewards, are as follows:

Fourth Extra Race Meeting, April 19, 1930. Commonwealth Handicap "B" Class.

As a result of an enquiry, the Stewards found that a stimulant in the form of whisky had been administered to the pony Orlando prior to the race.

The Stewards disqualified Orlando, and awarded the race to the pony placed second.

The official result is as follows:

1. Christmas Frolic.

2. Cream Cracker.

3. Gay Caballero.

By Order of the Stewards.

(Signed) C. B. Brown.

Secretary.

Hongkong, May 15, 1930.

The other letter, in precisely similar terms, deals with the Mrs. Bay Handicap "B" Class, run on April 21. The placings in this race are given as:

1. Lobster Bay.

2. Christmas Frolic.

3. Armony.

The Warning.

The third letter states:

"The attention of the Stewards has been drawn to instances of ponies having been given stimulants for the purpose of affecting their speed."

"The Stewards wish it to be clearly understood that the administering of Sam-Soo or similar stimulants to a pony is strictly prohibited."

"Offenders will be dealt with summarily under Rule of Racing No. 168 (VII)."

By Order of the Stewards.

(Signed) C. B. Brown.

Secretary.

FATHER PAYS OVER TOY GUN.

SHOT THAT HIT BOY IN THE EYE.

A parent who gives a child a dangerous toy and fails to see it is used only in circumstances which are safe is liable for injury done by the toy.

This was the ruling of Mr. Justice Finlay in the High Court when he entered a verdict for £135 and costs against Mr. and Mrs. Thomas Alexander, of Disraeli-road, Putney.

The claim was put forward by Patrick Hawley, aged 13, and his father, Mr. Peter Hawley, of War Seal-mansions, Putney.

Patrick Hawley suffered the loss of an eye due to the discharge of an air gun by the young son of Mr. and Mrs. Alexander, who fired at a boy young Hawley was carrying.

"Mrs. Alexander gave her son 3s. to buy the gun, and she knew it was a dangerous thing," said Mr. Justice Finlay. "Mr. Alexander did not know the boy had the gun, and would not have approved if he had."

"I cannot doubt that in giving her son a thing which she knew to be dangerous the mother did so at her peril and she was bound to see that he used it in circumstances in which it could not cause damage to others."

"She told him not to take the gun into the street. There are many other things she ought to have done, and she might very well have locked the gun up and seen he only used it in circumstances which were safe."

"No precautions were taken to prevent him using the gun in a dangerous way. Mrs. Alexander was, therefore, guilty of negligence."

By the Hongkong Benevolent Society
Gifts of Boys' Clothing will be gladly accepted at the City Hall any Monday or Thursday from 10.30 to 11.30 a.m.

WIFE IN BLAZING HOUSE.

JURY CRITICISE MAN AT AN INQUEST.

FIRE MYSTERY.

"Significant and suspicious" were the words used by the Leicestershire coroner to describe the circumstances of the fire in which Mrs. Edith Lucy Mills lost her life at Thurnaston early on the morning of March 20.

The jury criticised the conduct of the husband, Mr. John Mills, in a rider added to an open verdict. "We think he might have done a great deal more to rescue his wife," they said.

Five Insurances.

Sergeant Childs, of Leicester County Police, said Mills told him he had been registered in three insurance schemes for several years and in another for two weeks. On the afternoon before the fire two canvassers called and induced him to take a local paper and he signed the registration form there and then.

Two local insurances were for £100 each and another for £500. He had no private policies relating to his wife.

Superintendent Hall, Leicester City Police, said that Mills made a statement, and signed it, to the effect that he was awakened by a smell of burning about 1 a.m. He left his wife sleeping, and went downstairs, and on opening the door of the shop was driven back by smoke and fumes. The statement went on:

"I rushed upstairs and called to my wife that the shop was on fire. She rushed to the children's room. I ran to the constable's house and asked him to telephone for the brigade. When I returned to the shop it was burning fiercely."

"I got a ladder and climbed up to the room. The little girl was passed down to me and I groped round and found my son and lifted him out."

"I had a handkerchief round my mouth, climbed in and, with the aid of a flash lamp, found my wife unconscious. I tried to get her through the window, but could not, and climbed out for fresh air."

"Again I tried to rescue her, and by that time the brigade had arrived."

"My financial position is very poor. The shop and house belong to my wife, and £243 is owing on them. The stock and furniture were insured for £400 each."

"The Stewards wish it to be clearly understood that the administering of Sam-Soo or similar stimulants to a pony is strictly prohibited."

"Offenders will be dealt with summarily under Rule of Racing No. 168 (VII)."

By Order of the Stewards.

(Signed) C. B. Brown.

Secretary.

FALL DOWN A PRECIPICE.

HOLIDAY ACCIDENT ON HELVELYN.

A serious mountaineering accident, in which Mr. J. B. Lynch, of Wembley-gardens, Orrell, Liverpool, met with grave injuries, occurred on Helvellyn.

Accompanied by his son and his nephew, Mr. Tyson, of Eden Hall, Cumberland, Mr. Lynch was walking from Patterdale to Grasmere. The route chosen made it necessary to cross the Striding Edge on Helvellyn, a path from which a deep precipice falls away.

A high wind was blowing and his son said he could not make the crossing.

They turned back, and just as they were doing so, Mr. Lynch, who is about 50 years of age, slipped on a rock and fell over the precipice. His body rolled over and over for a considerable distance, and was brought to a standstill against a wall.

Willing Helper.

His companions climbed down to him with great difficulty and found he was unconscious, with a gash on his head, a deep cut on his forehead and right eye.

Mr. Tyson hastened to Patterdale for help, and met Mr. Percy Robinson, of Windermere, who, having served in the Royal Army Medical Corps, was able to render first aid.

Police and a carrying party with a stretcher set out to get Mr. Lynch to the nearest part approachable by motor-car. Mr. Lynch was carefully placed on the stretcher, and the party set out on the return journey. So bad was the going that it took more than two hours to cover three miles.

Medical aid was obtained, and at Glenridding, as the man was still unconscious, he was put to bed in one of the cottages.

Mrs. Lynch was on holiday at Torquay.

been to have saved your wife and children. Why didn't you make some effort? — I realised I wanted help. I thought the lodger would make some attempt.

If you got into the room why did you not get her to the window-sill? — I could not get a proper grip of her. I was getting over-powered and came out for breath.

The coroner said that it was a most unsatisfactory case, "to put it mildly."

"The most amazing thing is the mistake which Mills said he made. The whole four could have come downstairs together."

"It is significant and suspicious, but charges cannot be founded on mere suspicion alone. On the evidence before you have no direct evidence against Mills."

The jury were 15 minutes coming to their verdict and rider. They said they were not satisfied with the conduct of Mills, and they thought the lodger could have done something. They did not pay any attention to the lodger's evidence.

PRETTY KOWLOON WEDDING.



NO PLACE FOR THE SOVEREIGN.

SHOUTING MAN AT L.C.C. MEETING.

MODERN TENDENCIES IN FINANCE.

RUIN OF CHILD'S EYES BY CLINIC ALLEGED.

There was a remarkable scene at the L.C.C. meeting at the County Hall.

A protest was shouted loudly by a man in the public gallery while Sir John Gilbert was outlining the Education Committee's plans.

"My child's eyes have been ruined," the man cried at the top of his voice. "For seven months he was treated for trachoma at one of your clinics, and he had no such thing. I as a father, am entitled to some redress. Better clinics are required."

The man was removed by two attendants struggling violently. As he was being almost carried from the gallery, some of the members of the Council laughed.

Inquiry Urged.

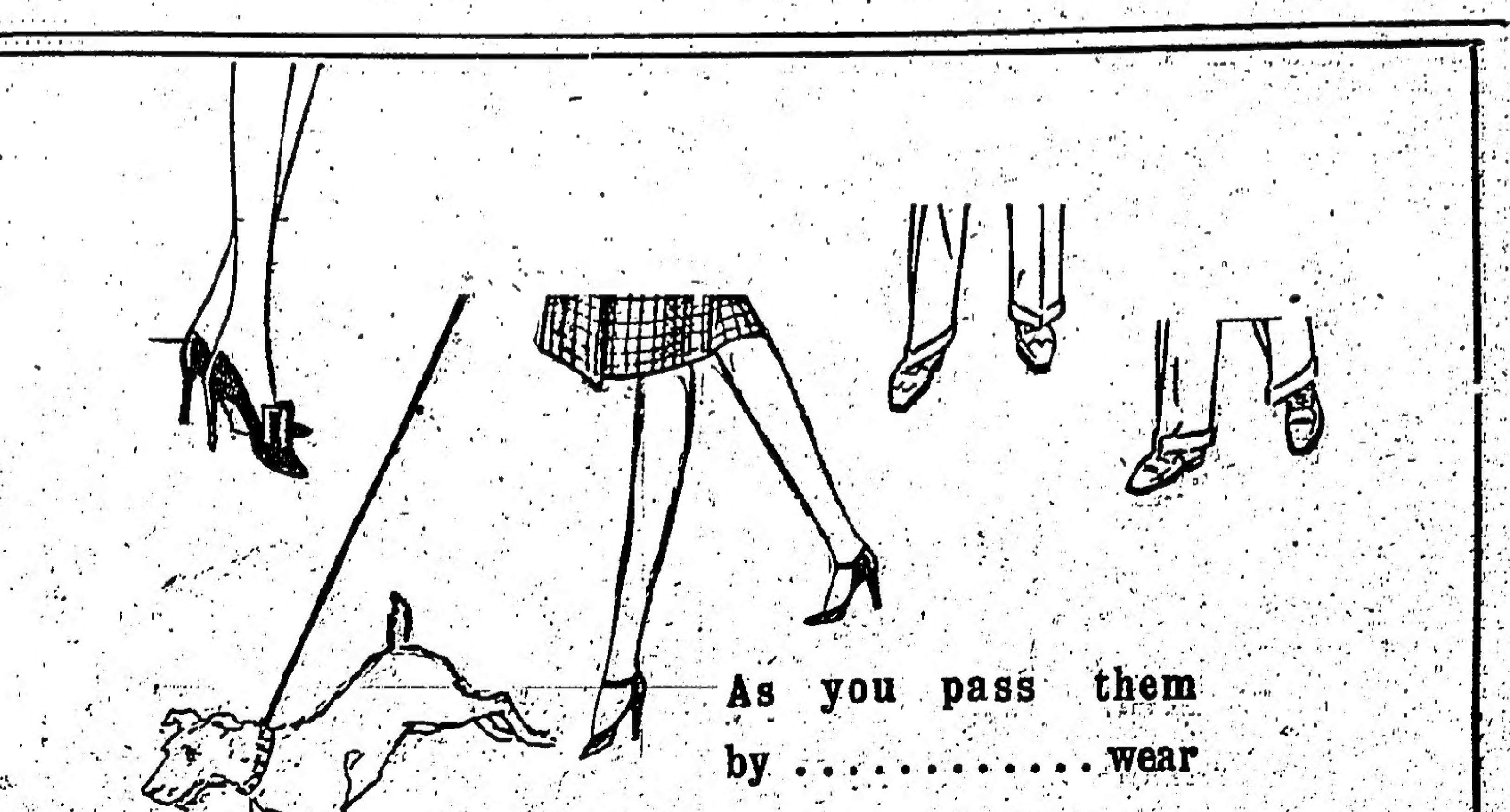
Mrs. M. M. Dollar (one of the Labour members) jumped up and exclaimed indignantly, "I protest at members laughing at such a thing as his child's eyesight being ruined."

There was a chorus of approval from many other members.

Mr. Cecil Manning said that although the public gallery was not the place for hearing grievances, he hoped that some inquiry would be made to see what the trouble was about and what could be done.

Sir John Gilbert said that anyone with a complaint should write to him personally.

"What we want," said Mr. Kisich, "is a sane gold standard managed by sane people."



As you pass them

by wear

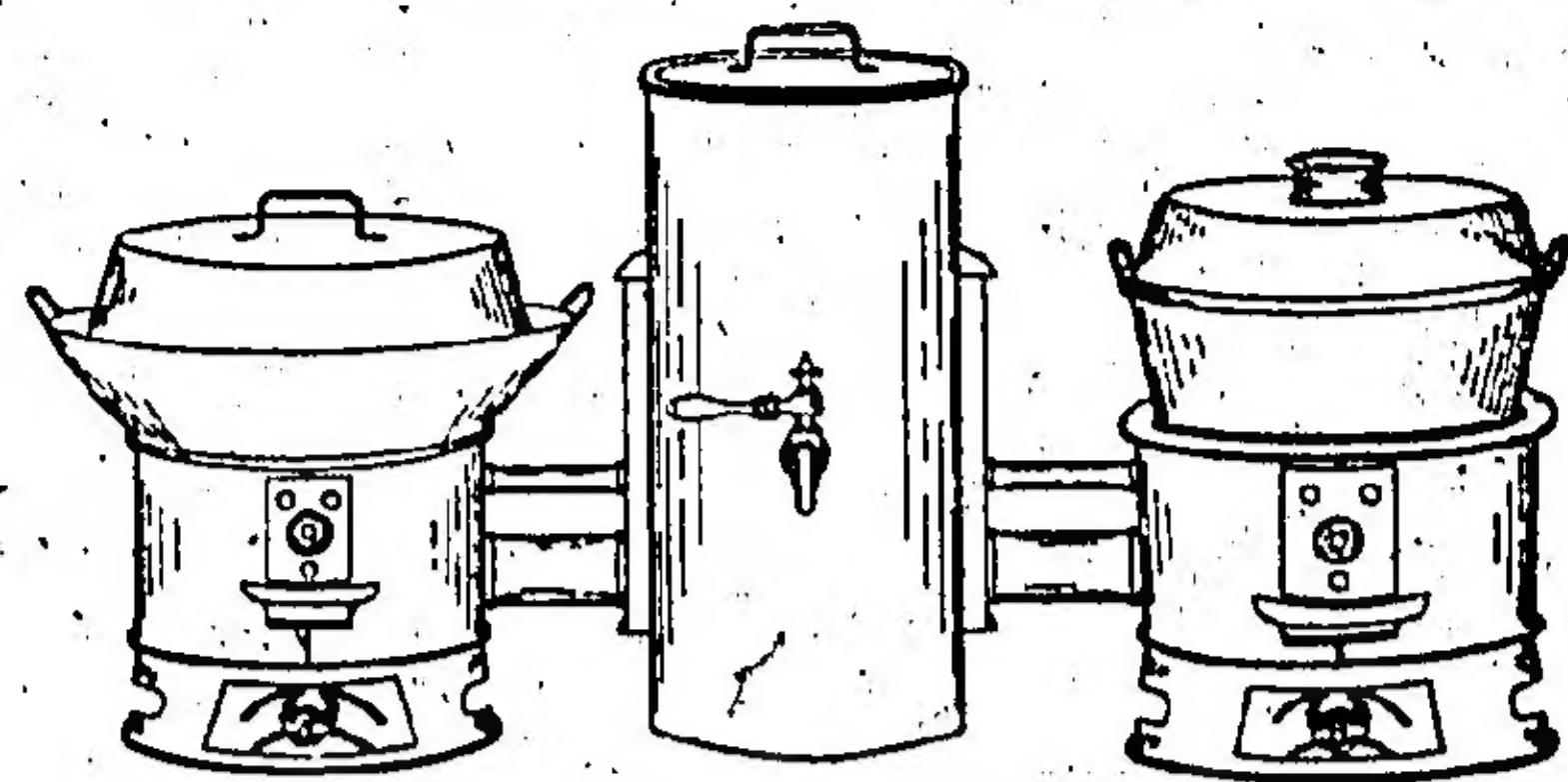
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MONEY.

CHILDREN'S NARROW
ESCAPES.

HEAVY COST OF PIPE AND
CABLE LAYING.

WATERLOGGED FERRY BOAT
ON THE THAMES.

Constant excavation to reach
water, gas, electricity, and tele-
phone pipes and cables, in addition
to causing notorious dislocation
of traffic, nearly doubles the
costs of road upkeep.

This is the opinion expressed
in the annual report of the Roads
Improvement Association.

Though Charing Cross-road is
only the same width, and carries
a heavier load of traffic, it has a
subway for cables, and the cost
of its maintenance is little more
than half that of Tottenham
Court-road, where, since there is
no subway, the road has to be
dug up to reach them.

Queen Victoria-street, E.C., is
instanced as a road of the
good surface and lack of congestion
is due to the use of subways
for public service pipes.

The public utility companies
still resist the subways idea, be-
cause of the rent that would have
to be paid for tunnels, and the
restrictions placed upon them, as
compared with their present, un-
trammeled liberties to excavate
roads on the wildest possible scale.

A further objection is that all
the various pipes would, in a
tunnel, have to be placed close to-
gether.

As an indirect result of the Hol-
born explosion, the report adds,
it is understood that a Royal Com-
mission will shortly investigate
the whole question in its widest
aspects.

£7,200 GEMS LEFT IN
CAB.

ASTONISHING ABSENCE OF
MIND.

A Paris jeweller, who is named
Ass, has suffered from a moment's
absence of mind which may cost
him £7,200.

M. Leon Ass, who has related his
sad adventure to the police chief,
arrived at Marseilles, with £7,200
worth of jewellery, including 60
diamond rings, beside bracelets and
watches.

Leaving his luggage at an
hotel, he went out, with a
small bag, to show the gems to a
jeweller friend. He stopped his
taxi-cab at a post office and one
shop, and at each he carried his
precious bag in his hand.

Detectives' Quest.

On reaching his friend's house
he paid off the taxi, and only a
few minutes later, when talking
with the Marseilles jeweller, he
realised that he had left his pre-
cious bag in the vehicle.

Several detectives were sent off
in search of the taxi-cab.

They found it, and M. Ass's bag
was still in it.

But the jewels were missing.

The absent-minded jeweller has
promised reward of £350 for the
recovery of his jewels.

"If I do not recover my jewels,"
he says, "I am a totally ruined
man, as they represent all my little
fortune."

A youth and a girl are said to
have hired the taxi after the jeweller
left it, and before the police
found it.



Baby's Growth

THE best indication of
proper development is
a right increase in
weight coupled with increase
in muscular strength.

At five months Baby should
be able to hold his head erect.
At seven months he will be able
to sit up a while. When ten
months he crawls, pulls himself
up or stands by a chair.

Do not encourage a child to walk
before he does so of his own accord.

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Foods

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step, and promote sturdy growth
and sound development.

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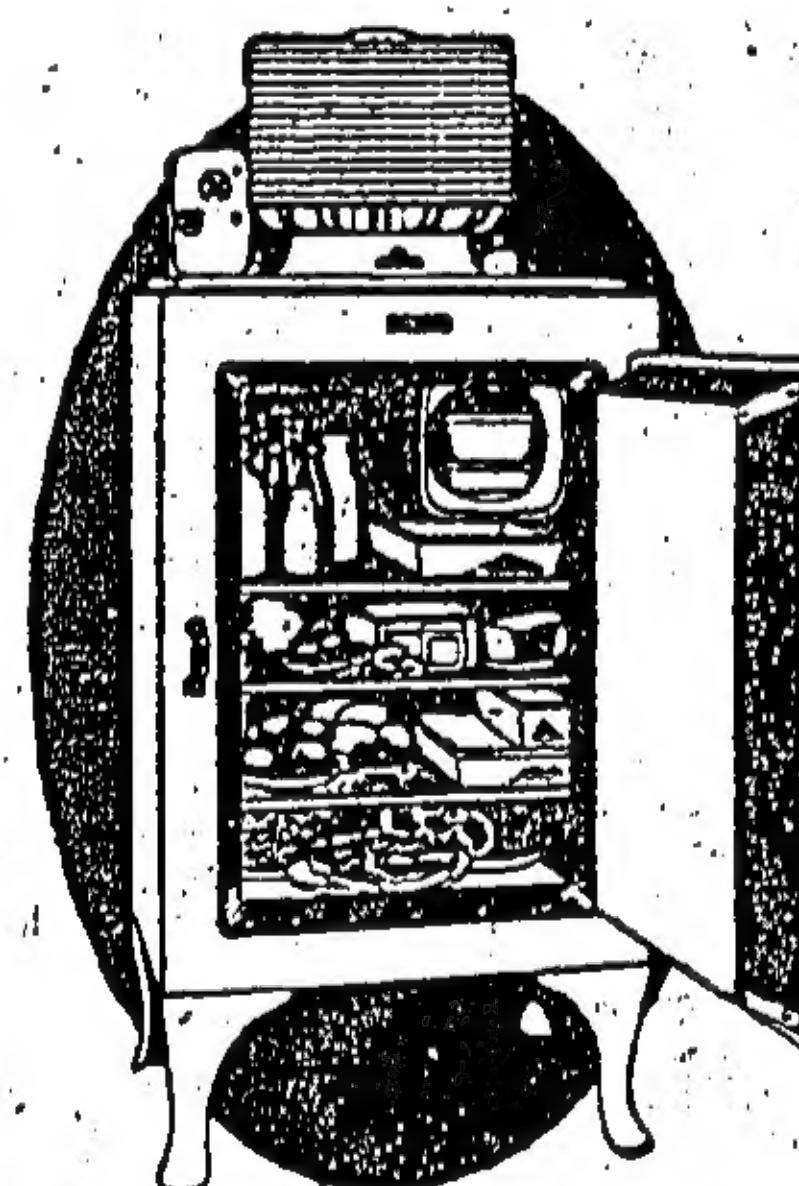
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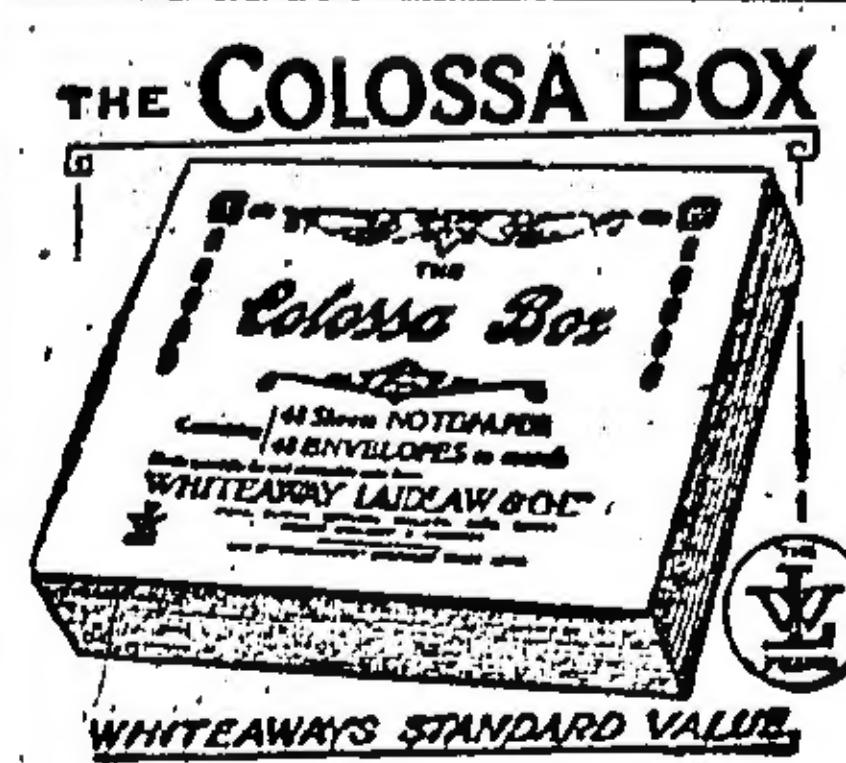
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Murder Backstairs

By ANNE AUSTIN
AUTHOR OF
"THE AVENGER PARROT"
"THE BLACK PELICAN" ETC.

CHAPTER XLVI.

Bonnie Dundee had cheerfully endured a good deal of kidding from his uncle, Police Commissioner O'Brien, and from his chief, Captain Strawn, because of his use of a parrot as a "Watson," when he felt the need of an audience for his summing up of a case.

"I've tried talking aloud to myself, but I feel foolish. Cap'n is an ideal parent, for while he sometimes laughs at me, he can't waste my time by arguing or telling me I'm a fool," he answered them.

Now, after five hours of sleep, to clear his brain of all speculations and conclusions—worthless now, in the light of his new discoveries—he sat with the parrot's cage before him, his thick sheaf of typewritten notes ready for reference. He had been talking steadily for 10 minutes, telling the parrot just how and when Doris Matthews had died. And Cap'n had listened, head cocked inquiringly, beady eye bright with interest—or so Dundee chose to believe.

"Now, 'my dear Watson,' that is the crime which you and I must try to solve," he summed up. "But behind that crime lies another, which did not come off. Our primary problem, therefore, is to find the person who plotted Mrs. Berkely's death by wood alcohol poisoning, but who was forced, by fear, to murder Doris Matthews instead. Is that clear?"

"Perfume!" Cap'n croaked suddenly, proud of the new addition to his vocabulary.

"Exactly!" Dundee grinned. "Someone transferred more than two ounces of deadly wood alcohol from the lighter fountain in Mrs. Berkely's sitting-room, to the flask of *Fleur d'Amour* which Seymour Crosby presented to his hostess Friday evening. And was caught in the act by Doris Matthews."

"Perfume!" Cap'n repeated and clapped his wings excitedly. "Exactly—again!" his master applauded. "Where is the perfume which Mrs. Berkely's would-be murderer removed from the flask to make way for the wood alcohol?"

"Gigi had wasted about an ounce of the *Fleur d'Amour*. Mrs. Berkely knew just how much was left in the bottle, for she took the flask from Gigi herself. Therefore, the would-be murderer had to remove about two and a half ounces of perfume before putting that amount of wood alcohol into the bottle.

"Now, it is not at all likely that the surplus perfume was poured down the drain pipe of Mrs. Berkely's bathroom basin, for the very good reason that Mrs. Berkely would have been almost sure to smell it when she came up to bed. Therefore it seems logical to suppose that the surplus perfume was poured into another bottle—and what more logical than a perfume bottle to hold perfume?"

"Mrs. Berkely's would-be murderer probably counted on several days' elapsing before the victim drank the *Fleur d'Amour*, since she had another new bottle of perfume on hand, as the plotter could have seen by glancing at her dressing-table—or could have known already.

"Now—why the choice of *Fleur d'Amour* instead of the new bottle of department-store perfume? To incriminate Crosby, provided the would-be murderer was not Crosby himself? Or because the *Fleur d'Amour* had come from abroad? You see, my dear Watson, if the wood alcohol causing Mrs. Berkely's death were traced to perfume she had drunk, it would be much safer for the poisoner if the perfume had come from France, rather than from a local department store.

"If my reasoning is correct so far, the would-be poisoner expected to have ample leisure in which to dispose of that incriminating surplus of *Fleur d'Amour* before Mrs. Berkely's death. But consider the problem which confronted the poisoner when he—or she—but let's say 'he' for the sake of convenience—was caught in the act by Doris Matthews. We know there was a struggle, that Doris was pushed so violently against the bathroom mirror that the smudged print of her rouged mouth was left—as one of our few clues to what took place.

"Then what happens? Doris succeeds in wresting the flask of poisoned perfume from the would-be murderer, flees with it—not taking time to get her coat or the key to the back door. Her goal is the summerhouse, where she believes she will find her finance, Arnold, waiting for her.

"But the poisoner knows Arnold is not there, that he is driving the Benjamin Smiths home. So he pursues Doris. But he does not leave behind him, in Mrs. Berkely's bathroom, the bottle containing the surplus *Fleur d'Amour*. And he does not take it with him—where he follows Doris to the summerhouse. If he had, he would have cast it into the lake, along with the fragments of the crystal flask. Those fragments have been

me, and they form one complete crystal flask. No other bottle was found on the bottom of the lake.

"Therefore he stopped long enough on his way out of the house in pursuit of Doris, to put the bottle away—most probably in his own room."

Dundee paused for a long minute, frowning. Then he cried triumphantly:

"Of course, 'Watson'! What an idiot we couldn't smell *Fleur d'Amour* when we sniffed at the shoes we knew had been worn Friday night!" The poisoner was behind Doris. She fled first, and the poisoner had ample opportunity to observe how silent her flight was—in her rubber-soled, rubber-heeled shoes. Not even when she ran down the uncarpeted backstairs did she make any noise. But in ordinary shoes the poisoner could not hope to be noiseless. He stopped and changed to shoes as silent as the girl's. It would have taken less than a minute and undoubtedly the poisoner knew, either from Doris herself or from deduction, what she meant to do. Doris would not find Arnold in the summerhouse, but she would wait, for a short time at least, expecting him to arrive any minute. Oh, yes, the poisoner had time to change his shoes—and he did!"

He was silent again for so long that Cap'n turned rapidly about on his perch three times, then croaked "Good night! Good night!"

"Good night? Why, I've just begun," Dundee reproached the bird. "Let's see now, where we stand. Noiseless shoes . . . Bedroom slippers, or—tennis shoes? But I've stooped and snooped and sniffed in every clothes closet in the house and I've not caught a single whiff of *Fleur d'Amour*, except from Clorinda's gold slippers.

"Let's follow the murderer back to the house from the summerhouse, after his ghastly work there had been done. It is almost certain that the perfume splashed upon his shoe when the bottle broke. Of course it splashed upon his clothes, too, but that didn't matter, since Gigi had helpfully anointed everyone with perfume earlier in the evening. But perfume on soft shoes . . . Now, how could he remove it most successfully? . . . By washing the shoes? Not so good. Perfume is devilish persistent stuff."

Very earnestly he stared into the parrot's beady eye, then suddenly he smote the table with triumphant fist.

"Tennis shoes—white shoe polish!" he cried. "Easy and quick. Freshly polished tennis shoes would cause no comment . . . Well, that's that, unless I've been barking up the wrong tree . . . Now, let's see what we know about this would-be poisoner."

"First: He knows that Mrs. Berkely is a perfume addict.

"Second: He knows that Mrs. Berkely has a lighter fountain filled with wood alcohol in her sitting room.

"Third: He has what seems to him good cause to wish Mrs. Berkely dead.

"Fourth: He knew Arnold could not meet Doris in the summerhouse; therefore he must have been present when Mrs. Berkely ordered the car.

"Fifth: He was someone to whose appeal for mercy Doris Matthews, a kind-hearted girl, must have turned a deaf ear. Otherwise her murderer would not have been necessary."

He was silent again, passing all possible suspects in review, putting them, one by one, to the best of his fifth conclusion. Finally he spoke aloud again, very solemnly:

"So far as we know, Cap'n, there were only two people in this house whom Doris could possibly have hated—judging from her letter to her sister and from all the evidence we have in hand. Those two people were Mrs. Berkely and Seymour Crosby—provided it was Seymour Crosby whom Doris knew or suspected to be responsible, directly or indirectly, for Phyllis Crosby's death. Let us say she only suspected, until she saw him plotting the death of another woman. Her suspicion would have become a certainty then. She would have shown no mercy. If she had come upon anyone else than her beloved Miss Phyllis's killer, preparing to poison a woman she disliked, would she not have been easy to move with protestations of repentance and promises not to repeat the attempt?"

"I think so. I do not indeed think so, if I am any judge at all of Doris Matthews' character!"

Disconcertingly, the parrot chuckled throatily.

"Oh, I shan't go half-cocked, if that's what you mean by your ribald laughter," Dundee retorted.

"I'm going to consider every single possibility . . . But before I forget! Doris' murderer returned to his room and polished

COUNTRY ROBBED OF FERNS.

VANDALS WHO DESPOIL THE ENGLISH COMMONS.

SOLD AT 3D. EACH.

How the countryside is being despoiled of its beautiful ferns by vandals who tear them ruthlessly from their surroundings to reveal to a *Daily Chronicle* representative.

Despite local by-laws, a huge trade, amounting to tens of thousands of plants yearly, is openly going on in ferns uprooted wholesale from public beauty-spots in Devon and elsewhere.

That is the disquieting information given by Mr. Perry, head of the firm of Amos Perry, Enfield, one of the oldest firms of nurserymen and the largest cultivators of ferns in the country.

Thirty Sacks.

The subject had arisen out of a correspondent's complaint that in London roots labelled "Devon Ferns" were on sale at 3d. each, a sum considerably below that at which they could be cultivated.

Gamekeepers, lower-class bailiffs and gypsies conduct a regular and extensive trade, Mr. Perry said, by despoiling commons and even stealing ferns from private land.

"For one instance," he said, "on Seaton Juncture, in South Devon, I have seen sack after sack—as many as 30 at one time—of ferns torn up from the lanes and waiting for the train to take them away."

An important phase of the matter is that not only is the countryside thus despoiled of its natural flora, but buyers do not really benefit.

Gardeners Deceived.

"The men who strip the countryside for ferns to sell," Mr. Perry explained, "naturally choose the largest. That means that they are sometimes as much as ten years old, played out, and unlikely to 'take' in a new soil.

"They are, in fact, practically worthless to the gardeners who are deceived into buying them.

"In Wales the same thing is going on. Thousands of hart-tongue ferns are dug up and sent to town, and it is years before the scenes of the spoilers' activities recover. Moreover, this indiscriminate digging up means that rare varieties go with the rest unnoted and are gradually exterminated.

"Another place that suffers similarly is Lymington, on the borders of the New Forest.

"Hundreds of men engage in the trade, even working with carts.

"Local authorities in whose areas the fern collection is going on cannot be doing their duty properly," Mr. Perry concluded.

His tennis shoes, to cover up the perfume. But there was another problem confronting him: What to do with his bottle of *Fleur d'Amour*?"

He brooded for several minutes, while the parrot dropped sleepily on his perch. What would he do?

When at last the answer came he uttered so sharp a cry of triumph that the bird protested with one of the oaths he had learned from his mischievous old mistress, Mrs. Emily Hogarth.

It was nearly one o'clock when Dundee concluded his long monologue to the parrot and covered the long-suffering bird's cage. Weary but triumphant, he unlocked the tower room, descended the steep stairs to the third floor, unlocked that door and was about to step down into the hall when he found that the door was pushing against something soft but unyielding.

"Gigi!" he whispered angrily. And then he saw that she was asleep, woolly bathrobe wrapped about her gay silk pyjamas; her curly brown head sunk upon her knees.

He stooped and gathered her up into his arms. She grunted, sighed, then the opaz eyes flew wide.

"I thought you'd never come out, Bonnie," she murmured. Then anger roused sleep. "I've been waiting here to tell you what a cad I think you are! Trickling Daddy into admitting that he came to my room Friday night and that I—I told him—" She hesitated, obviously not sure just how much Dundee knew.

"That you told him you hated your mother and wanted him to divorce her?" Dundee finished the sentence for her, so confidently that she tumbled into the trap.

"I didn't mean it," Gigi whispered. "I was just so awfully sore at Abbie because she slapped me . . . I guess he told you what else I said?"

"No, Gigi, but you're going to tell me now," Dundee said gently, holding her small body close against his heart. "And in exchange I'm going to tell you that you're not to worry any more—your father did not try to poison your mother, then kill poor Doris to keep her from telling."

(To Be Continued.)

FIGHT FOR LIFE IN A GALE.

AXES READY TO CHOP BOAT AWAY.

The Liverpool crew's desperate efforts to keep their vessel from foundering during a gale were described, when the coasting steamer *Gertie* (55 tons) reached Fleetwood in tow.

The crew of four had a terrifying experience when at one time they were drifting helplessly after the *Gertie* had broken away from another vessel which had taken her in tow.

The *Gertie* left Garston for the Isle of Man on a voyage which should have taken 12 hours.

Captain Cowzer said that steam began to fail and an engine defect was discovered. The fires were drawn.

The Lowestoft drifter Constant Star took the *Gertie* in tow, but the rope broke, and in all eight tow ropes were broken and there were none left.

"We then began to drift, and we thought we were finished," said Captain Cowzer.

"Heavy seas were sweeping us from stern to stem.

"The mate and myself were clinging to the wheel on an open bridge trying to steer the vessel; while the two other members of the crew lay on the bridge with axes ready so that they should jump down and chop the small boat free and escape in it."

"At last the Lowestoft drifter *Mare* got a rope on board, and the tow to Fleetwood was started."

Any Battery Set can be converted to an A. C. Mains set with the

HER CAR SMASHED IN COLLISION.

Lady Diana Duff Cooper was somewhat seriously injured in a motor accident while driving to London.

She had been staying at West House, Aldwick, Sussex, the country seat of her mother, the Duchess of Rutland, and was driving her car back to London.

Near the cross roads at North Bersted, about a mile out of Bognor, the car collided with one which was being driven in the opposite direction by Mrs. D. R. Hancock, of Greenways, Aldwick-road, Bognor.

Both cars were smashed.

Superintendent Brett, of Chichester, heard of the accident by telephone, and he motored to the spot.

He found Mrs. Hancock had her right wrist severely injured, and Lady Diana Duff-Cooper had both her knees badly cut and was also suffering from shock.

Lady Diana Duff-Cooper was

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"PERSUS" 26th May M'les, London, R'dam & H'burg.
"ANTENOR" 11th June M'les, London, R'dam & G'gov.

Calls at Casablanca.

LIVERPOOL SERVICE

"IDOMENEUS" 23rd May Genua, Havre, L'pool & G'gov.
"TEIRISTAN" 20th June Genoa, Havre, L'pool & G'gov.

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TO SINGAPORE PENANG & CALCUTTA	Hosang Yuen-sang Kum-sang	Mon. 19th May at 3 p.m. Fri. 30th May at 3 p.m. Satur. 7th June at 3 p.m.
TO AMOY	Suisang	Fri. 6th June at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Kutsang Hosang	Thurs. 19th June at 7 a.m. Thurs. 26th June at 7 a.m.
TO SANDAKAN	Hinsang Mausing	Wed. 28th May at 3 p.m. Wed. 11th June at 3 p.m.
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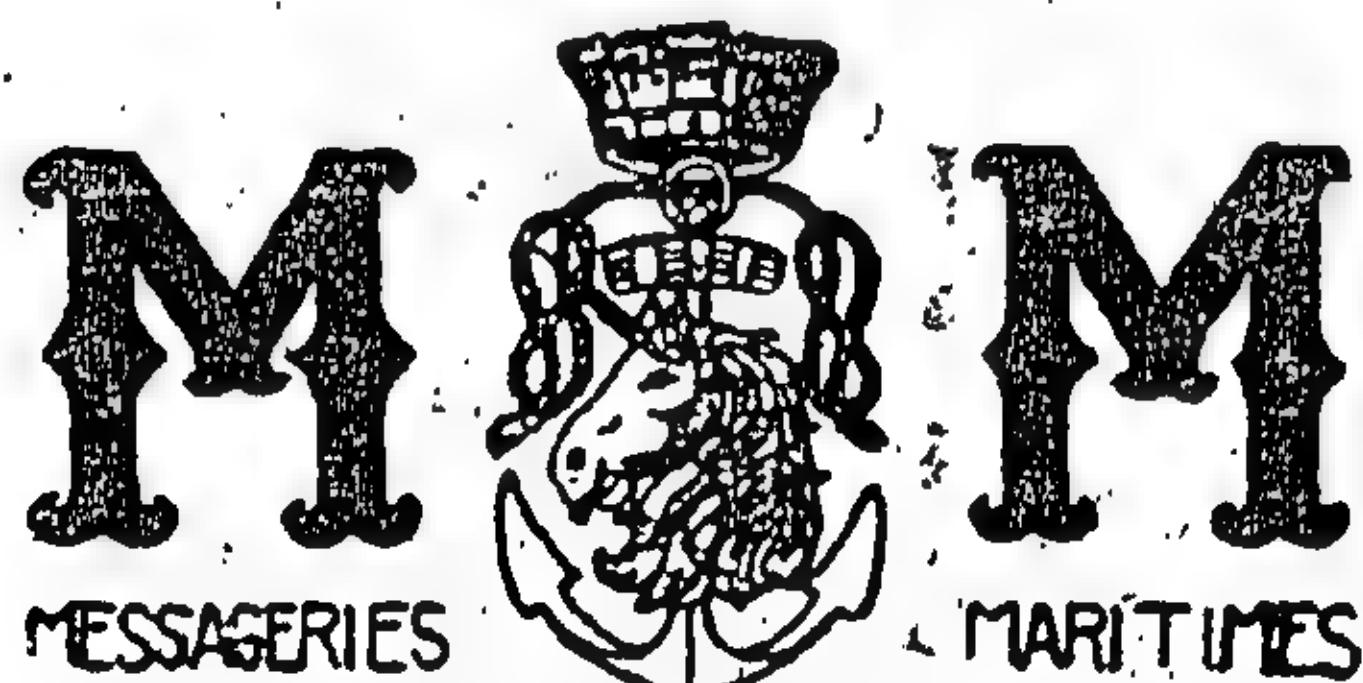
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KWEIHSIEN TAKEN BY CANTONESE.

COMING ATTACK ON NANNINGFU.

Canton, May 16.

Following a rapid march by Kwangtung troops who captured Sunchowfu on Tuesday, the military commanders have reported to the Kwangtung Military Headquarters that the Divisions under General Chiang Kwang-nai and Tsai Ting-kai captured Kweihsien yesterday morning. The latter city is about fifty miles from Sunchowfu on the upper reaches of the West River between Sunchowfu and Nanning.

The capture of Kweihsien marks a second decisive victory for the Kwangtung army, and presages the early fall of Nanning and Liuchowfu, the last of the Kwangsi rebel strongholds. The Kwangtung Commanders are sparing no effort to exterminate the rebels.

According to radio messages from Wuchow, the Kwangtung commanders state that their troops arrived at Kweihsien on Wednesday and bombarded the city immediately, with valuable assistance afforded by the Navy.

Rebels' Weak Defence.

The Kwangsi troops put up a weak defence, indicating their determination to surrender the town and retreat to the interior. Later, on Wednesday evening, two Cantonese aeroplanes and three gunboats from Sunchowfu (named Kweiping) arrived at Kweihsien and joined in the bombardment.

The withdrawal of the Kwangsi troops from Kweihsien was completed early yesterday morning, when the small number of rebels suddenly gave up and abandoned the city. Kwangtung Commanders

YANGTSE SHIPS PIRATED.

THREE CHINESE BOATS ARE VICTIMS.

Shanghai, May 16.

A hundred pirates on Wednesday evening successfully held up three Chinese steamers, the Foong-heng, Foongui and Kirin (all Chingkang-owned) twenty miles below Yangtow.

The pirates looted the passengers' belongings, and it is alleged got away with a haul valued at more than \$20,000.—Reuter.

ders report that they were at a loss to know where the Kwangsi rebels had retreated but it seems most probable that their destination is Liuchowfu.

Semi-official circles here state that the Kwangtung troops will not send an expedition up the Fu River for the time being, but will pursue the rebels along the upper reaches of the West River heading for Nanning, the capital of Kwangsi.

The attack on Nanning will be entrusted solely to the Kwangtung army, as the shallow condition of this part of the West River makes it most dangerous to navigate at this time of the year. Gunboats will, therefore, not be able to take part.

20 Pirates Killed.

The latest pirate activities in Kwangtung, taking the form of explosive mines placed on the river bed to trap towboats, has resulted in another well-known Canton towboat, launch plying between Kongmoon and the Shuntak district, being sunk. The pirates were repulsed after a gallant resistance offered by the guards on

ATTEMPT TO SNATCH HAND-BAG.

LADY'S EXPERIENCE IN BOWEN ROAD.

A report has been made to the Police by Miss C. Smith, residing at No. 14 Bowen Road, to the effect that whilst she was walking in Bowen Road yesterday, about 8.30 a.m., a Chinese attempted to snatch a hand-bag which she was carrying, but failed to obtain possession of it.

Miss Smith immediately raised an alarm, but the would-be snatcher succeeded in making good his escape.

the towboat. Twenty pirates and three Chinese seamen figured in the casualty list.

The Cheung Fat towboat, in company of a steam launch, left Kongmoon early on Tuesday morning with a full load of passengers and sundry goods. When near the Wing Lok Yuan village in Shuntak, the steam launch, which was towing the wooden vessel, struck a mine which exploded with terrific force.

Pandemonium reigned for a while when the passengers saw the steam launch founder. Meanwhile, a horde of pirates, armed with rifles, set out from the shore on sampans. For half an hour the guards on board the passenger boat fired at and checked the advance of the desperados.

The tense situation was relieved by the arrival of a small revenue launch belonging to the Government, which brought down twenty pirates with machine guns. The revenue launch rescued some of the seamen on the foundered launch. Twenty dead pirate bodies and three seamen were picked up.

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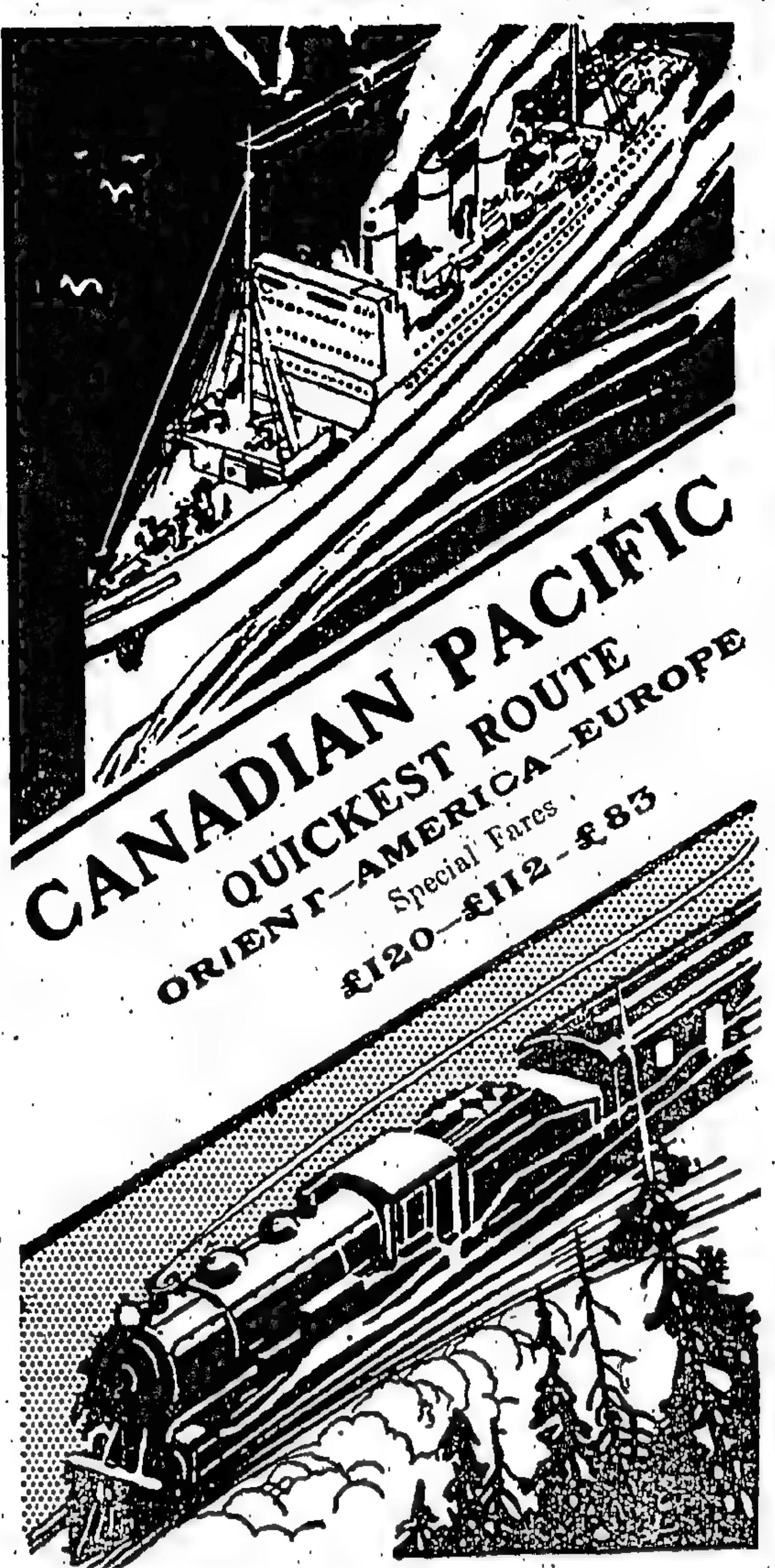
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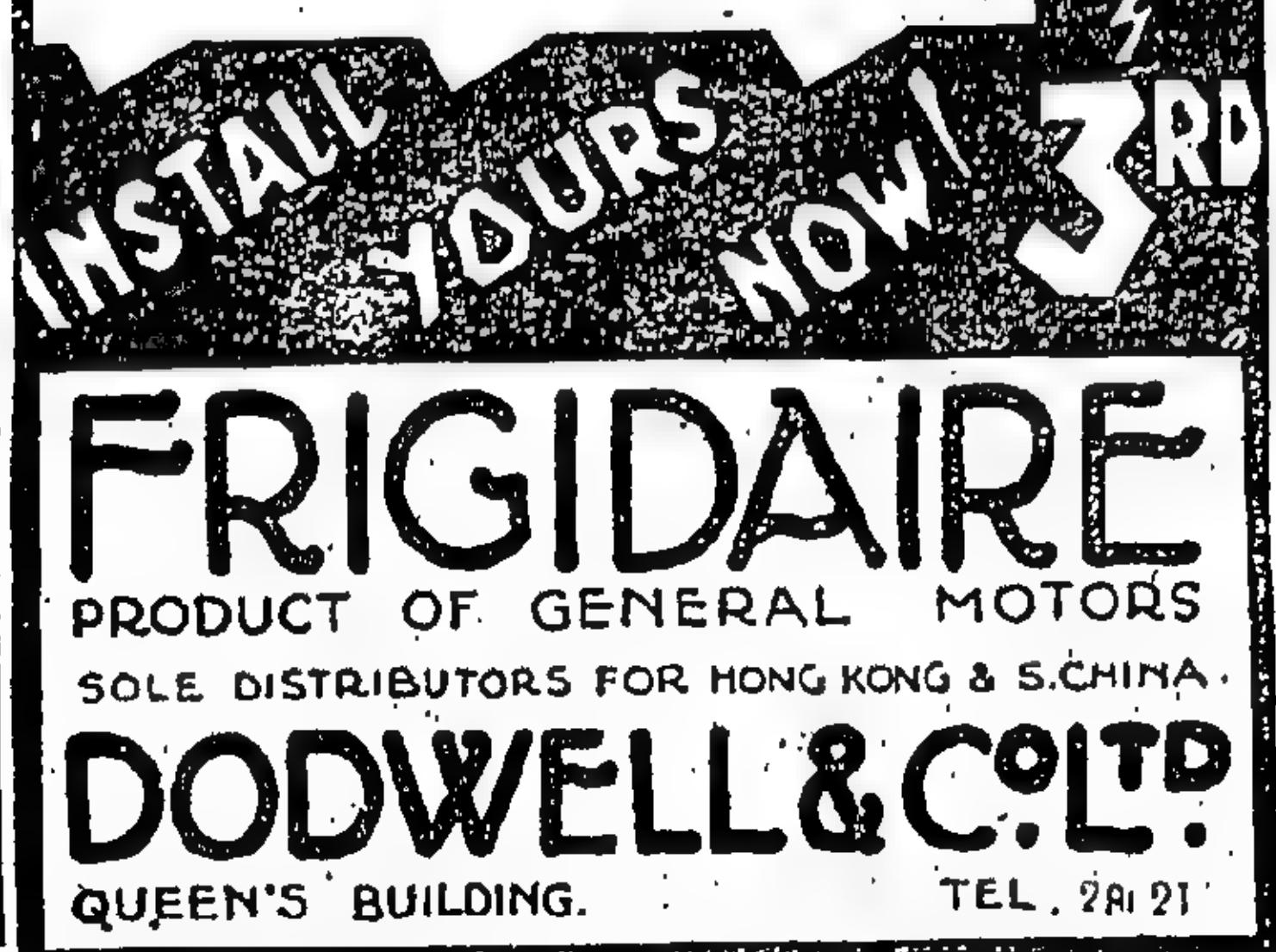


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OBITUARY.

DEATH OF FAMOUS NOVELIST.

Paris, May 16.

The death, in Paris, is announced of the famous English novelist, William J. Locke—Reuter.

William John Locke, the novelist, was born in Barbados in March 1863, and educated at the Queen's Royal College, Trinidad, and at John's College, Cambridge, where he took mathematical honours. He started life as an architect and from 1897 to 1901 was secretary of the Royal Institute of British Architects, of which he became an hon. Associate.

He began to write as early as 1890, his first novel being "At the Gate of Samaria," but he had published eight books before he gave distinctive proof of his literary gift in "The Morals of Marcus Ordeyne." Hitherto almost unknown, he became one of the most popular authors of the day, for he had the power to make his readers love him; in temperament he was more French than English and his Marcus might have been imagined by one of the best contemporary French writers. His irresponsible gaiety, his lightness of touch, his sceptical satire and genuine irony ran from across the Channel. Locke spoke French like a native, lived at Cannes and was fond of placing the scenes of his tales in France.

As a reaction from the commonplace he enjoyed writing of "le vie de Boheme." A skilled entertainer, he could maintain interest in his characters while neglecting the story. After "Marcus" came "The Beloved Vagabond," perhaps his best book, in which he presented Paragot, a notable figure in literature, a strange compound of charm, wit, genius and wisdom with hopeless moral delinquency. In "Septimus," his most humorous story, he made two heroes out of the most unpromising material. "The Glory of Clementina Wing" provides one of the most credible of his characterisations.

As time went on his novels progressed from paganism to Christianity. They began to show deep religious feeling. Critics, however, consider that in his later years he chose the easier path to popularity and did not rise to the heights that he might otherwise have reached. Many of his books are extravaganzas and ultra-sentimental, but they are always eminently readable.

Among them are "Simon the Jester," "Three Wise Men," "Jaffery," "The Mountebank" (the tale of a circus clown who became a general during the World-war), "The Rough Road," "The House of Baltazar," "Moordius and Co.," "The Tale of Triona," "Stella Maris," "The Joyous Adventures of Aristide Pujol," "The Coming of Amos," "The Great Pandolfo," "The Old Bridge," "The Kingdom of Theophilus" and "The Golden Adventure of Mr. Paradyne." Some of his novels were successfully dramatised, notably "The Morals of Marcus" and "The Beloved Vagabond," and he wrote some other plays.]

VISIT POSTPONED.

MR. F. W. MAZE NOT IN HONGKONG.

Contrary to expectations, Mr. F. W. Maze, the Inspector-General of the Chinese Maritime Customs, who was due here from Shanghai yesterday on the N.Y.K. liner Hakone Maru, did not arrive in Hongkong, and later inquiries revealed the fact that he has postponed his visit to the Colony.

This decision must have been made at the last moment as reservations had already been made on the Hakone Maru for Mr. Maze himself, Mr. F. S. Wright, his personal secretary, and a lady secretary.

Seen by a Press representative yesterday afternoon, Mr. J. M. B. Osborne, Commissioner for Kowloon and District, said a cable had been received in the Colony to the effect that Mr. Maze had postponed his visit. Asked if he knew when Mr. Maze would be coming, Mr. Osborne answered in the negative.

It will be recalled that the Kuo Min semi-official news agency stated some time ago that Mr. Maze had been instructed to proceed to Hongkong to endeavour to arrange for the ratification of the Customs' Agreement, which Mr. Maze drew up last year while in Hongkong, but which the Hongkong Government has refused to ratify on the surprising ground that China declined to permit Hongkong steamers to trade under inland water rules.

It was said at the time that if it was found impossible to arrive at a mutual understanding, the Chinese Customs would be reluctantly compelled to strengthen the preventive measures around Hongkong and to subject vessels to a closer inspection once they leave foreign and enter Chinese waters.

The serious nature of the activities of Chinese smugglers of foreign goods into Canton and other ports in Kwangtung from Hongkong has been engaging the attention of the Canton Government officials for some time. The explanation of the smuggling, it is said, is the heavy taxation imposed by the Canton Government on foreign goods, and particularly on luxuries.

Arriving at Hongkong, foreign goods are transhipped into tow-boats plying between Hongkong and Chan Chuan, Shekking and other flourishing cities around Canton. Even motor cars are known to have been smuggled into Canton from Hongkong by tow-boats.

POISON GAS PLEA.

CHINESE APPEAL TO LEAGUE.

Peking, May 16. In a weekly press interview, Chu Ao-hsiang, the Kuomintang Representative for Foreign Affairs, stated that the principal armies of Marshal Yen Hsi-shan and General Feng Yu-hsiang are not yet engaged, but Generals Wan Hsuan-tsai, Shih Yu-san, and Sun Tien-ying are fighting successfully.

Everything is proceeding satisfactorily, the allies are ready to advance, and being under one supreme command they are therefore presenting a united front.

After the fall of Marshal Chiang Kai-shek, which is a "foregone conclusion", the most important issue will be re-construction under four general points, viz: maintenance of law and order, and the suppression of bandits, the eradication of corruption, the lightening of taxation, and the making public of all financial matters.

The Government will probably be established at Peking early in June. As Marshal Chiang Kai-shek has not a good arsenal, he is therefore buying much munitions abroad, but, Marshal Yen Hsi-shan is carefully watching all shipping entering Shanghai, and when it is proved that certain firms "whose names we know" are active in this trade, it is highly probable that an embargo will be placed on their dealings with the Northern Territory, and a list of such firms may be published.

Three or four foreign military advisers are actually at the front near Hsichow, directing operations, and "personally I am authorised to declare that there is little likelihood of leniency being shown them, if they are captured on the field of battle."—Reuter.

Use of Poison Gas?

Peking, May 16. Chu Ao-hsiang, under orders of Yen Hsi-shan, has cabled to the Chief Secretary of the League of Nations, drawing attention to the fact that Chiang Kai-shek had bought more than two hundred cases of explosive bullets and drums of poison gas, and attempted to send them to Yunnan through Indo-China, the Government of Indo-China having found these articles, which are forbidden by international pacts, and seized them, and reported the facts to the French Foreign Office.

The cable insists that this is proof that Chiang Kai-shek pays no attention to international agreements, and requests that the case be brought before the League, so that the country which furnished these forbidden articles shall incur all the pains and penalties which it merits.—Reuter.

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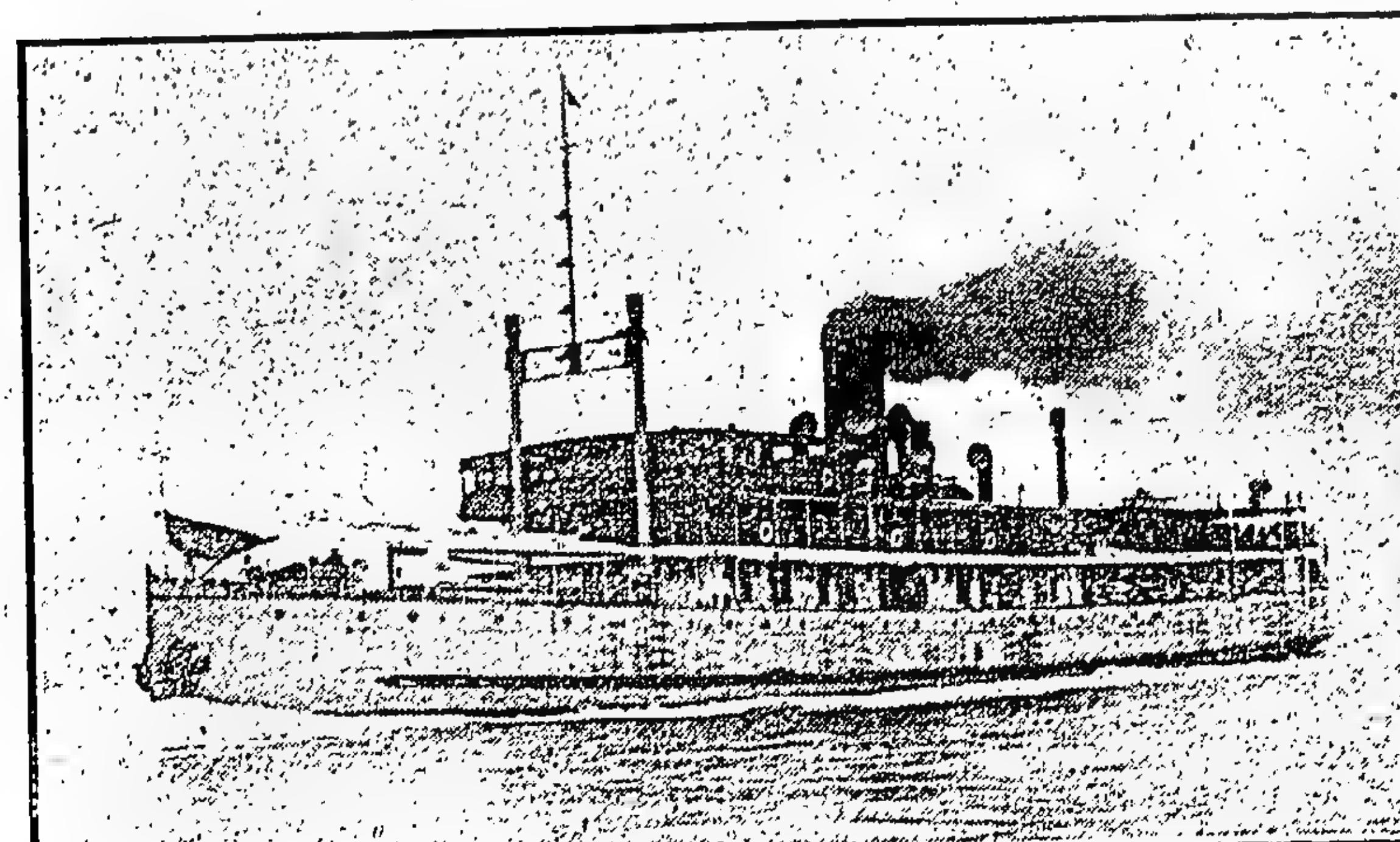
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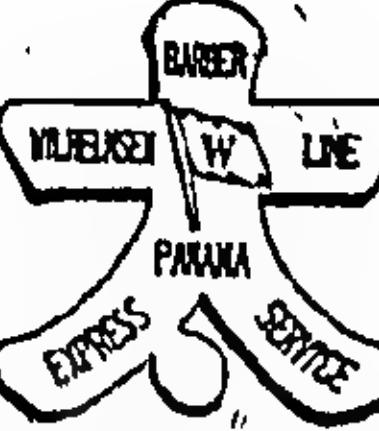


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KHIVA	9,135	7th June	R'dn & A'werk
ALIPORE	5,273	18th June.	Rotterdam & Antwerp
RANPURA	16,601	21st June.	Straits, Colombo & B'ay

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MISS FISHWICK'S VICTORY.
CONFIDENCE WHICH NEVER FALTERED.

FINE GOLF SUCCESS.

London, May 16. "I knew I could win" said Miss Diana Fishwick, the nineteen-year-old English girl who to-day defeated the American, Miss Glenn Collett in the final of the Open Ladies' Golf Championship at Formby, by four and three.

Miss Fishwick's remark was made when a mob of hundreds of frenzied spectators, from which she had been rescued by her mother, attempted to chair her from the course.

This was Miss Fishwick's first Open Championship and it had been predicted that she would not even be a match for Miss Collett, who is twenty-seven and the American woman champion. Miss Collett ranks as America's greatest woman golfer.

On the contrary, however, in addition to worthy golf, Miss Fishwick showed herself to possess a perfect big match temperament. Her confidence never faltered and she gave the American an uphill fight. After squaring at the second hole Miss Collett never got ahead. She regained two holes in the afternoon, but Miss Fishwick was not dismayed.

"Maybe I shall try again next year" said the disappointed Miss Collett who has twice travelled five thousand miles only to be beaten in the final match.—Reuter.

Big Lead in Morning.

London, May 16. At Formby to-day, in the final, over thirty-six holes, of the Ladies' Golf Championship, Miss Fishwick was 5 up on Miss Collett at the end of the morning round.

Miss Fishwick, otherwise "Dauntless Diana," aroused such enthusiasm that the referee appealed to the 2,000 spectators to restrain their applause at her every shot.

Miss Fishwick took three putts at the first hole, and squared at the second, with two perfect shots with her wooden clubs. She took the lead at the fourth, where Miss Collett missed a short putt.

The American became square at the sixth, but Miss Fishwick, unperturbed, won the ninth in par and at the tenth led 2 up.

Despite the moral support afforded by many Americans carrying the Stars and Stripes, Miss Collett lost the twelfth and fifteenth (at the latter taking three putts), and also the eighteenth.

Miss Fishwick's refusal to be intimidated by her formidable adversary was instanced by her bold, accurate putting.

The cards returned for the round were.—Miss Fishwick 79, Miss Collett 85.

SHIP'S BOILERS.

AMENDMENT OF LOCAL REGULATIONS.

Table U in the Schedule to the Merchant Shipping Ordinance, 1899, has been further amended by the rescission of regulations 15 and 16, and the substitution of the following regulations thereto:

15. Before obtaining a licence, the owner of any vessel which is fitted or equipped with any steam-boiler, whether for propulsion, pumping, working cargo, or any other use or purpose, shall cause the boiler to be surveyed by the Government Marine Surveyor, and shall obtain his certificate that the same is fit for the service intended, and shall produce the certificate to the Harbour Master.

16. The licence of a vessel shall be liable to be cancelled or suspended at any time by the Harbour Master on the report of the Government Marine Surveyor that, in his opinion, any steam-boiler with which the vessel is fitted or equipped is not fit for service.

WALKER CUP FOR AMERICA.

(Continued from Page 1.)

British player, despite his cut hand, made splendid recoveries.

Poor putting lost Holderness' hole after hole.

Nelson Smith began by holing a chip shot, but only managed to hang on to his lead, winning the sixteenth after being bunkered and half stymied.

Ouimet's shaky putting let in Torrance, who was most consistent throughout.

Stout played remarkable golf, and eclipsed the American.

Campbell was no match for MacKenzie. He lost the first three holes, and five more when coming in. At the end of the morning round, the Americans were ahead in four of the singles.

Jones led Wethered, 7 up.

Von Elm and Hartley were all square.

Voigt led Holderness, 6 up.

Johnstone led Tolley, 3 up.

Mackenzie led Campbell, 8 up.

Smith led Willing, 1 up.

Torrance led Ouimet, 5 up.

Stout led Moe, 4 up.

Reuter.

LATEST DAVIS CUP RESULTS.

VICTORIES FOR AUSTRALIA, U.S.A. AND JAPAN.

DETAILED SCORES.

Philadelphia, May 16. The United States has eliminated Canada from the Davis Cup Competition.

J. Van Ryn and Allison (U.S.A.) beat Wright and Crocker 6/0, 6/4, 6/2.

J. Van Ryn (U.S.A.) beat J. Wright 6/2, 6/2, 3/6, 6/2.

G. Lott (U.S.A.) beat Marcel Rainville 6/2, 6/2, 8/6.—Reuter's American Service.

IRELAND OUT.

Dublin, May 16. In the Davis Cup Competition, Australia eliminated Ireland.

To-day's match resulted in Wiliard and Hopman (Australia) defeating Rogers and Allman Smith 6/4, 6/2, 6/2.—Reuter.

JAPAN BEATS INDIA.

London, May 16. Japan defeated India in the Davis Cup Competition, winning the first three matches played.—Reuter.

COUNTY CRICKET MATCHES.

(Continued from Page 1.)

a very poor show in the first innings, their total being 105. Peebles bowled finely and took six wickets for only 37 runs. Oxford did little better in batting, however, and only scored 109, Sherry taking five of the ten wickets for only 21 runs.

The Leicester second innings was marked by a fine batting display by Geary who carried his bat for 112, the innings being declared closed at 310 for 9 wickets.

Oxford also put up a better bat-

ting display this time, scoring 210 for the loss of six wickets. Akers-Douglas missed his century by six missed a short putt.

Worcester v. Middlesex.

At Lords, Worcester beat Middlesex by six wickets. The match was marked by extremely low scoring in the first innings of both teams. Middlesex went to the wicket first but were dismissed in a very short time for only 62 runs. Root took five of the wickets for 30 runs and Perks took four for 15.

Worcester, however, failed against the Middlesex bowling and only compiled 86. Haig taking five wickets for 30 runs.

Hendren proved the bulwark of the Middlesex team in the second innings, but he had no one to support him. The innings closed with 191 runs on the board, Hendren having contributed 92 and still being undefeated.

Worcester made a much better showing in the second innings and got the necessary 168 runs for the loss of only four wickets.

Kent v. Somerset.

Kent beat Somerset at Bath by eight wickets. Longrigg scored 112 of the runs in Somerset's first innings' total of 228. Freeman was the most troublesome bowler and he returned an average of six wickets for 85 runs. Kent went in to make 319, Chapman playing a fine innings of 107. Andrews of Somerset took four wickets for 87 runs.

Longrigg was again the most successful batsman in the Somerset second innings when the team was dismissed for 207. Longrigg contributed 84. Freeman was again well on the mark and took five wickets for 104. Kent secured the necessary 119 runs for the loss of only two wickets.

—Reuter.

To-day's Matches.

The following matches are starting to-day:

Lords. M.C.C. v. Australians.

Leyton. Essex v. Yorkshire.

Nottingham. Nottinghamshire v. Kent.

Taunton. Somerset v. Surrey.

Leicester. Leicestershire v. Sussex.

Northampton. Northampton v. Lancashire.

Birmingham. Warwick v. Worcester.

Oxford. Oxford v. Gloucester.

Cambridge. Cambridge v. Middlesex.

KOWLOON MOTOR MISHAP.

LADY KNOCKED DOWN IN NATHAN ROAD.

Mrs. Hall, of 7, Norfolk Road, was the victim of a motor accident last night when she was knocked down by a car driven by Kwok Po, chauffeur of Mr. Wong, Kong Kong, outside the Duro Motor Garage.

Mrs. Hall received slight injuries and was attended by her private practitioner, declining to be taken to Hospital.

BOMB INCIDENT IN CALCUTTA.

MISSILE THROWN INTO HOUSE OF POLICE OFFICER.

NOBODY INJURED.

Calcutta, May 16. A bomb was thrown this morning into the house of the officer in charge of the Police Station at Howrah, when the family were asleep.

A window was smashed, but nobody was hurt.—Reuter.

Peshawar, May 16.

The city is now normal.

As the result of a British aerial demonstration twenty Wazir chiefs, who were concerned in the recent attack on a scout post at Maddakhel have offered themselves as hostages.

The border villages are quiet. The Haji of Turangzai is said to be contemplating a retreat.—Reuter.

Earlier News.

Mymensingh, Bengal, May 16. Ninety persons were injured in rioting here, originating from civil disobedience volunteers' efforts to obstruct the passage of a cart containing barrels of liquor, escorted by armed guards.

The crowds became violent, and the police opened fire.—Reuter.

Mymensingh, later.

An official version states that the police were heavily stoned, several being injured, before the firing was ordered.

The police casualties are one officer, four non-coms and 28 constables injured. An assistant sub-inspector was seriously hurt, the Magistrate himself was hit, and the Police Superintendent was hurt.—Reuter.

Sholapur, May 16.

The mills which had closed since Gandhi's arrest have been reopened without incident. Shops are reopening, and the situation is quiet.—Reuter.

Allahabad, May 16.

The working committee of the All-India Congress, under the presidency of Motilal Nehru, has passed a resolution calling on all classes to make a supreme effort to attain their goal, and continue the struggle with redoubled vigour during Gandhi's incarceration; also to inaugurate a campaign of non-payment of taxes, to intensify the salt and liquor campaigns, and the boycott of British commercial institutions.

It emphasises the necessity for strict observance of non-violence, and calls upon the Indian papers to cease publication in view of the Press Ordinance.—Reuter.

Chiang's Task.

Marshal Chiang has announced at Kweilin that he will take Chengchow within the coming week, when the Nationalist Commanders will join him in attacking the Kuominchun Army from the Peking-Hankow Railway.

The Nationalist leaders are keenly watching developments in Shantung, where an influential Kuominchun Divisional Commander, General Shih Yu-shan, is negotiating to surrender to Nanjing.

The surrender of Shih Yu-shan to the Nationalists would relieve the situation in Shantung, permitting the withdrawal of thousands of Nationalist troops from the Province and enabling them to concentrate their attention on Honan and Anhui Provinces.

MERCHANT LOSES \$10,000.

ENTRUSTED THE MONEY TO ANOTHER MAN.

A report just been made to the police by Tsang Yat-sen,



Hongkong Telegraph.

Pictorial Supplement

May 17th, 1930.

THE DYNAMIC NEW ERSKINE
Step on it
Feel it go
THE HONGKONG HOTEL
GARAGE.



This delightful study of Lady Peel, wife of His Excellency the Governor of Hongkong, is the work of Bertram Park, the well-known art photographer, of Dover Street, Piccadilly.



A new studio portrait of His Excellency the Governor, Sir William Peel, K.B.E., C.M.G., by Elliott and Fry, of London.

His Excellency
SIR WILLIAM PEEL
Knight Commander of the Most Excellent Order of the British Empire, Companion of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hong Kong and its Dependencies and Vice Admiral of the same.

YOUR EXCELLENCY

WE who reside in KOWLOON representing various nationalities and a multitude of interests, rejoice in educational, commercial, social and recreational activities connected with the local community accorded to the whole Colony by its new Governor; nevertheless we have counted the privilege of attending during the evening of the occasion of your first visit to the Peninsula, a welcome of cordial and unaffected good will and loyal respect.

We believe that you will frequently be attracted to our city, not only by the beauty and interest of the Island of Hong Kong but also by the numerous and delightful excursions which can easily be made to the various parts of the Colony. We trust that you will feel, as we do, that the formation of foundations for the reconstruction and development of Kowloon are now progressing as well as the use of the facilities it offers to the expansion of our city and the growing needs of our people. We trust that you will find Kowloon a busy, cosmopolitan and all the more attractive because of the fact of its being a free port. The Government of the Colony will do all in their power to render every assistance to the business of the Colony, and will be most pleased to prepare a business for the triumphant presentation of Kowloon, propitious and the sea compelled to retreat in view of its spreading and increasing commercial activities.

WE, YOUR EXCELLENCY, welcome you to Kowloon, and trust that you will receive the greetings of the people of Hong Kong with your accustomed courtesy and cordiality. We have made a special visit to Kowloon in order that this address may be delivered at the public ground in these walls of honour and in the presence of all citizens prepared to add in their unanimous expression of welcome to your Excellency. That this our second and last gathering here to-day may be a great success and we have gathered here to-day to give to YOUR EXCELLENCY a right loyal and cordial

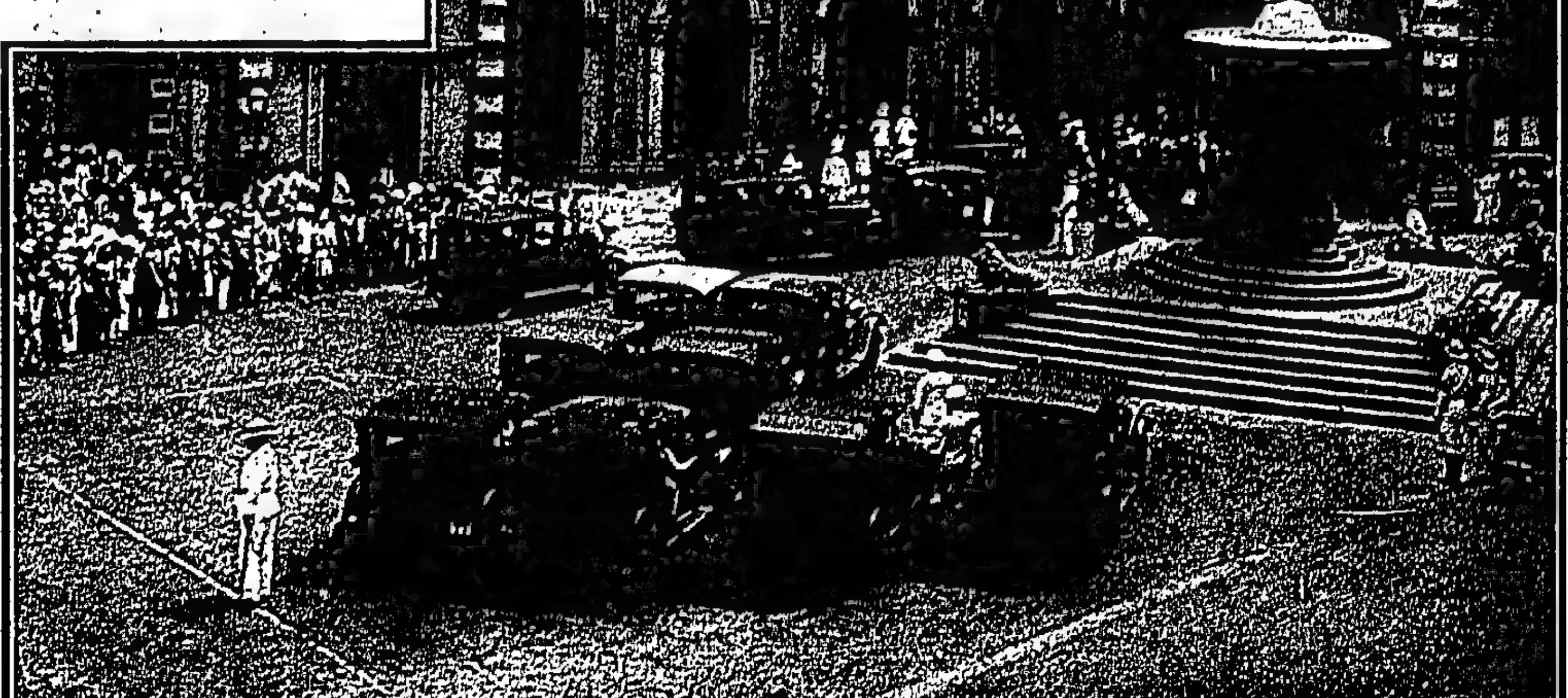
WELCOME TO KOWLOON.

Yours sincerely,
KOWLOON WELCOME COMMITTEE
20 MAY 1930

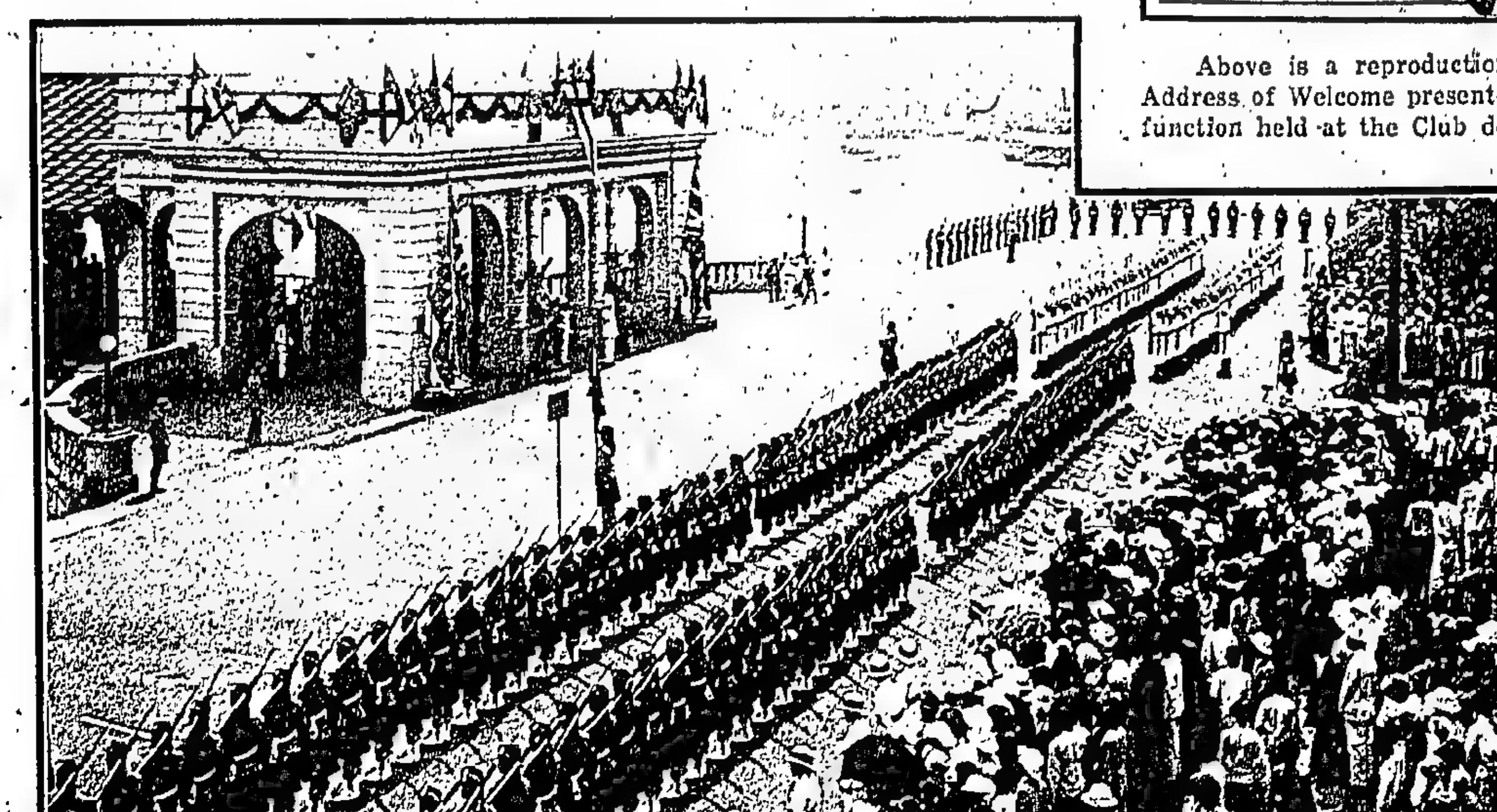


Some of the clergy who took part in the ceremonies held on Saturday last when the new chapel at the French Convent Hospital, Causeway Bay, was opened. (Photo: Ming Yuen).

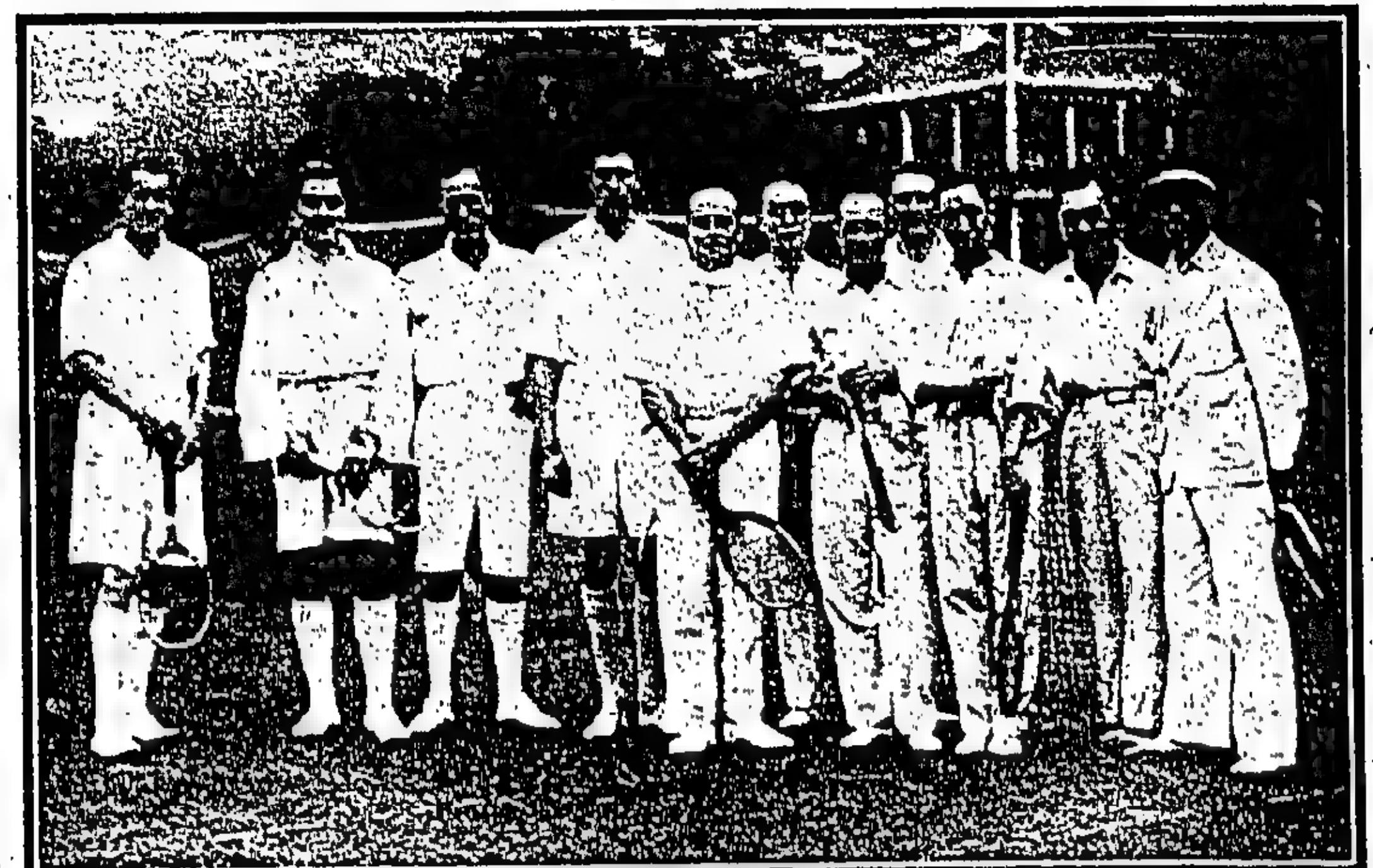
Above is a reproduction of the beautiful illuminated Address of Welcome presented to H.E. the Governor at the function held at the Club de Recreio, Kowloon, on Monday last.



The scene outside the City Hall as His Excellency the Governor entered the building to receive the welcome of the community on his arrival in the Colony to assume the Governorship. (Photo: Ming Yuen Studio).



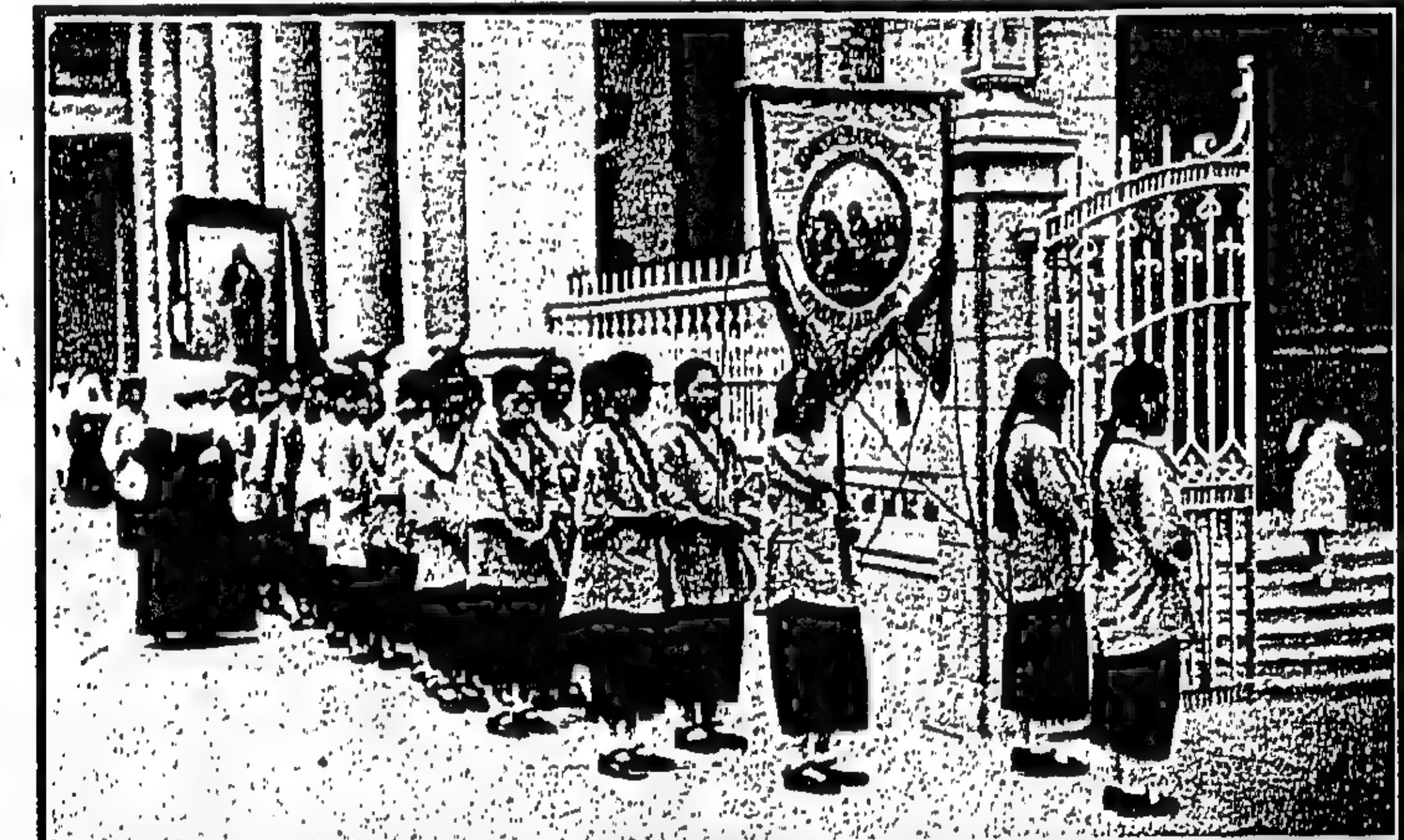
A splendid picture of the official landing of His Excellency Sir William Peel at Queen's Pier last week, when he assumed the Governorship of the Colony. As will be seen, the guards of honour supplied by the Argyll and Sutherland Highlanders and the Navy made a most impressive sight. (Photo: A. Fong).



Players who took part in the Tennis League match between H.K.C.C. and C.R.C. on Saturday, the latter winning. The winners were represented by M. K. Lo, M. W. Lo, Ho Ka-lau, Kong Too-cheung, Ng Sze-kwong and Ng Sze-cheung; and the losers by A. L. Sullivan, L. Goldman, H. Owen Hughes, A. D. Humphreys, H. J. Armstrong and O. E. C. Marton. (Photo: Mee Cheung).



The second team of the 31st Heavy Battery R.A. which won the Ah King Cup in the recent regatta. Major W. Bingham is seen seated in centre, with Lieut. Dan-gerfield on extreme right. (Photo: Mee Cheung).



Another section of the procession which took part in the solemn ceremonies in connexion with the opening of the new chapel at the French Convent Hospital at Causeway Bay. (Photo: Ming Yuen).

HINDENBURG & YOUNG PLAN.
FORMER FOES BECOME HIS SUPPORTERS.



Germany's "grand old man," President von Hindenburg, now 83 years old, has passed through another crisis in his political career. Upper right, a close-up of Von Hindenburg as he appeared at a recent military review. At left, he is shaking hands with an old comrade of the war; and, lower right, as he inspected a group of nurses at one of the naval hospitals.

"With a heavy but firm heart, and after mature and conscientious examination, I have signed the young Plan laws..."

With this statement, President Paul von Hindenburg, one-time idol and hope of German Monarchs and Nationalists, who was feared and mistrusted by the political parties of the Centre and the Left, found that in a few short years the tables had been completely turned. To-day he is hated and reviled by those same Monarchs and Nationalists, but lauded and revered by the Socialists and Liberals.

There is, perhaps, nothing resembling the story of Hindenburg in all latter-day politics. Especially remarkable is it because he has grown in tolerance, liberalism and wisdom at an age when doctors and psychologists can predict only a growing, crabbed conservatism and hardening of the arteries.

Hindenburg at 83. Hindenburg is 83. He was an army officer of the old Prussian school, a devoted servant of the German Crown. All the laurels that could be won by a general were his by the close of the World War, for he had been trusted with supreme military power.

But when the war was over and lost, Hindenburg did not run away. He stuck bravely with his armies and led them home. Then he retired to Hanover, sadly considering his life's work done.

The death of Friedrich Ebert, saddler-president of the German Republic, made a new election necessary. The Kaiserist clique wanted Hindenburg to run. He first refused, but finally consented, and was triumphantly elected. The monarchists were in high feather. They looked upon Hindenburg as a sort of chair-warmer for a new monarch. They thought he would look with benevolent eye upon their manoeuvres to overthrow the republic.

To their dismay they found that the old soldier, having taken an oath to support the constitution, really meant to keep his word.

The last few months have brought the real crisis. Germany's finances have been in bad shape, and the Reichstag was to consider the Young Plan for the payment of German war reparations.

Conducted Campaign.

Bitter words were spoken by the Nationalists in the Reichstag. Bitter words were spoken on the stump outside and written in nationalist newspapers. Dr. Hugenberg, leader of this group, conducted a thumping campaign throughout Germany by means of the press he controls. Most of the fire was centred on the old President. His residence was virtually besieged. He was asked to veto the Young Plan if the Reichstag adopted it. Or if he would not veto it, he was asked to resign rather than sign it, or

to demand a national referendum on it.

The late Admiral von Tirpitz, builder of Germany's war navy and the man who had urged Hindenburg to run for President, visited his old comrade twice and told him what "true German patriots" expected of him. The Nationalist press warned him not to agree to the "enslavement" of the German people. Representatives of ex-officers' organizations, women nationalists, and students stormed his residence. He was bombarded by letters and telegrams.

The intriguers thought there was a chance of beating the Young Plan in the Reichstag. But Hindenburg showed his mettle by notifying the Reichstag and the Cabinet that the bills must carry by more than a trifling majority if they were to receive his signature. Thus impressed, they passed the measures. The aged president signed them, then issued a stirring statement which said in part:

"Economic and political progress lies along the thorny path of Germany's liberation. I could not refuse to sign in view of my responsibility to Germany and her future, because the consequences of such a step would be incalculable for German industry and finance."

Strong Reaction.

He was only too well aware, Hindenburg went on, that acceptance of the Young Plan would not free Germany of future worries, but it was the only way to secure freedom of German soil and hope of future progress. He wound up with a plea for all factions to drop their disagreements and join in building a common nation. His last words were "Deutschland Ueber Alles!"

Reaction of the Nationalists was bitterer than could have been imagined.

One great Nationalist paper

decorated its front page with a black mourning band; others refused to print the President's message. Crowds cheered speakers who told of their lost reverence, their new hate, for Hindenburg. One paper said:

"One is seized with homesickness for the battlefields, for the

hunger and thirst, the blood, and

death. After all, what was a bar-

rage? Honour remained!"

Hindenburg has treated these

outbursts with silent contempt.

But not the Liberals and Socialists.

They who fought him five years

ago now are upholding him as a

sage and a martyr and a hero...

WITH THE STARS OF HOLLYWOOD.

Mae Murray Does Well in "Talkies."

Mae Murray is the latest of the veteran screen stars to prove that she can retain her stardom in the face of the new situation raised by the dominance of the dialogue film.

Tiffany-Stahl has just signed her to a long-term contract, and three pictures, all talking and singing affairs, are being planned for her. They will be "Peacock Alley," "Broadway Rose" and "Fascination," and will be produced on a lavish scale. The first-named will go into production in the near future.

Miss Murray's voice is said to be admirably adapted for dialogue work, and in addition she is said



Mae Murray,
to be a pleasing singer. These
pictures will give her ample op-
portunity to exercise these talents,
as well as the talents that made
her one of the country's most pop-
ular actresses in the silent films.

"Hige Voltage," the new Pathé
picture which stars William Boyd,
is probably as good a hands-across-
the-sea picture as one could hope
to find.

Boyd, represents the United
States. Owen Moore can stand as
a representative of Ireland, having
been born in County Meath. Billy
Bevan hails from Australia, and
Phillips Smalley is from
England.

When Sleep
will not
come



NIGHTS of maddening sleep-
lessness! Your nerves are all
on edge! The hours pass with leaden
feet and, when morning comes, you
feel more tired than when you went
to bed.

To ensure sound, natural sleep you
must soothe and restore your nerves
with the wealth of nourishment that
"Ovaltine" so abundantly supplies.

For "Ovaltine" is a preparation of
the rich nourishment contained in
ripe barley malt, creamy milk and
eggs. Every particle can be absorbed
even by the weakest digestion. Every
cupful contains more nourishment
than three eggs. It contains neither
chemicals nor drugs.

Every need of the brain and body is
supplied by this delicious extraction
of Nature's best foods. It supplies
concentrated nourishment which is
correctly balanced in all the essential
food elements and vitamins for restor-
ing and rebuilding the worn cells and
tissues of the body, and creating new
stores of energy.

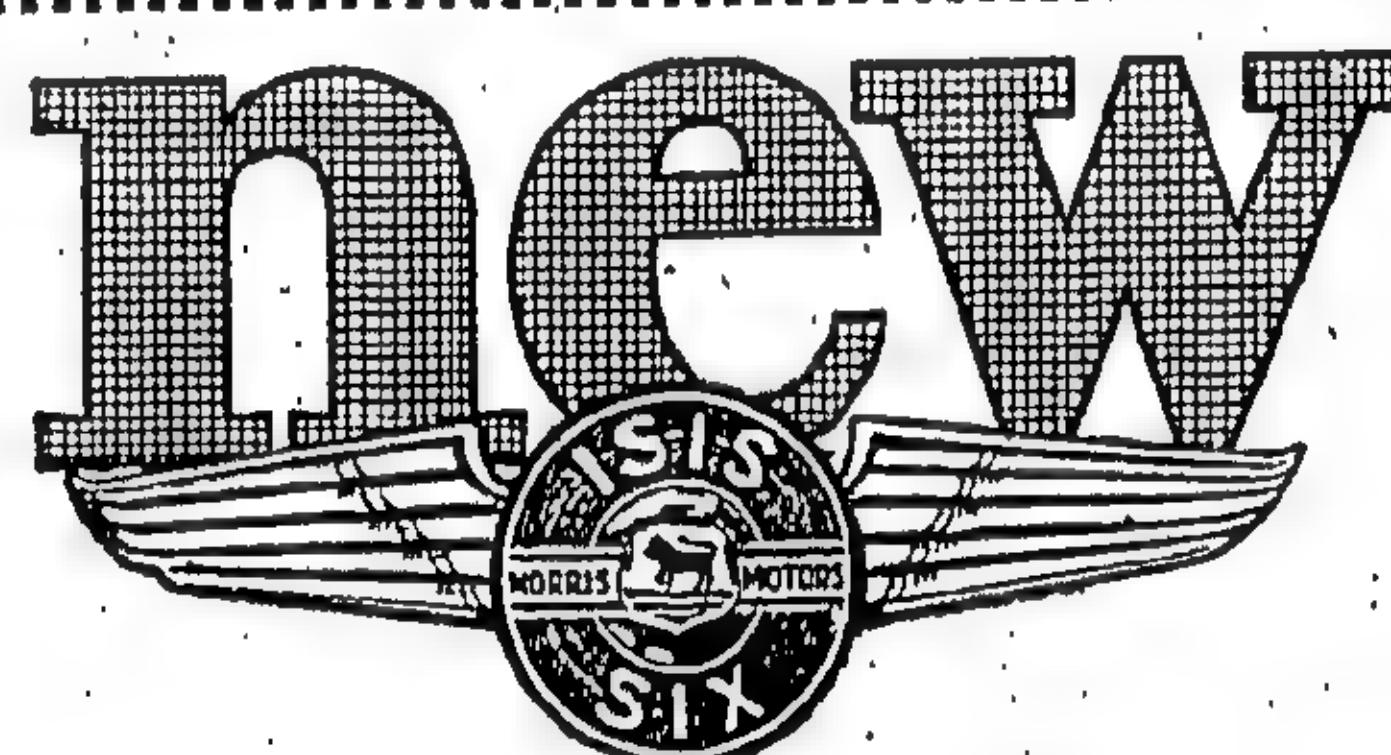
For the next few nights take delicious
"Ovaltine" just before you retire.
Notice how quickly sleep comes to
you. Notice, too, how refreshed you
feel in the morning—ready for the
day's work with renewed energy and
vitality.

Make "Ovaltine" your "Good-Night"
beverage to-night.

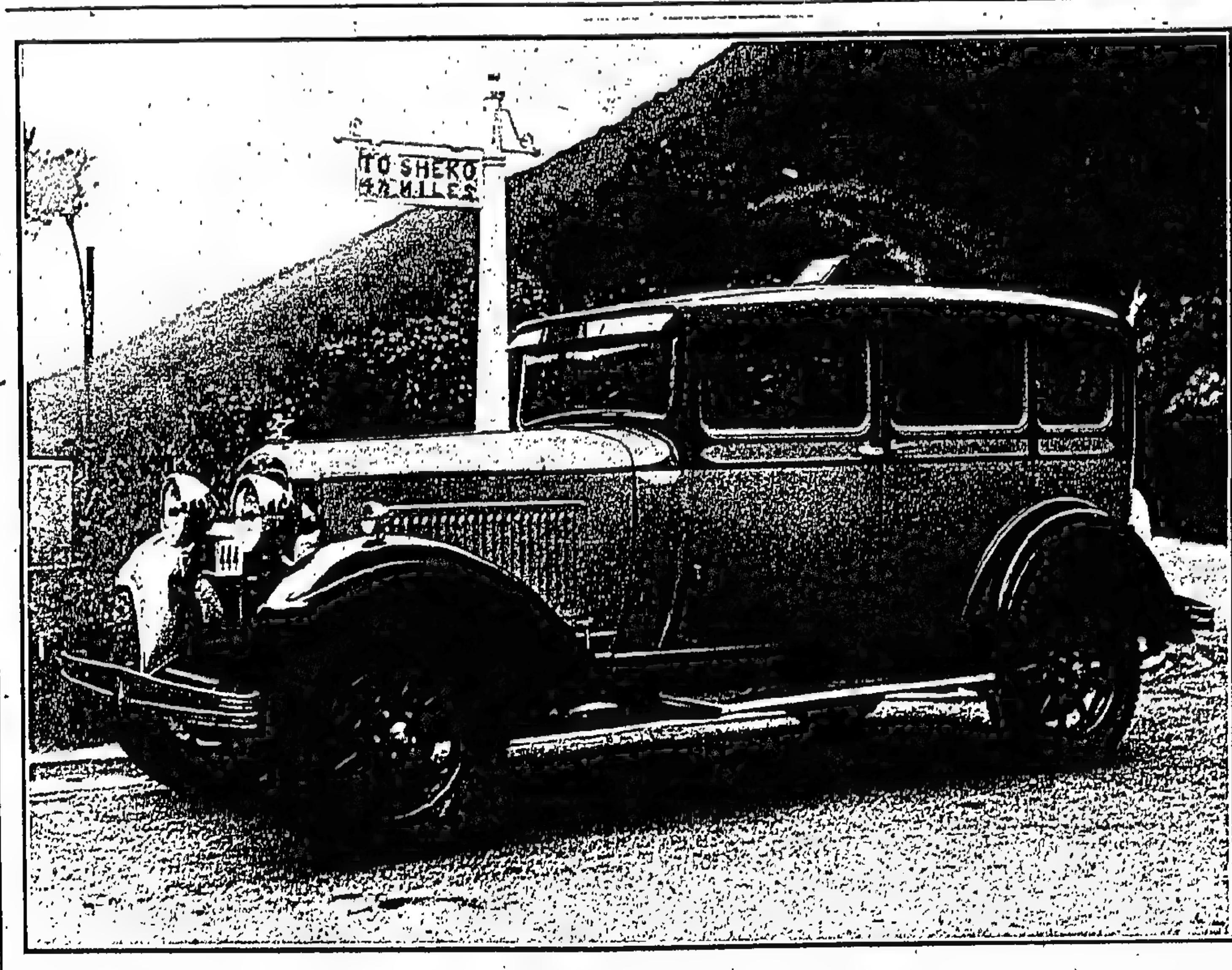
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TONIC FOOD BEVERAGE
Ensures Sound, Natural Sleep

A.P.B. 19

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Motorists



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F. R. Marsh, Esq., M.I.E.E.
Hongkong Electric Co., Ltd.
G. C. Moxon, Esq.
Moxon & Taylor,
L. C. F. Bellamy, Esq., M.C.,
A.M.I.E.E., M.I.N.S.T. T.
General Manager,
Hongkong Tramways, Ltd.

—and by E. B. Wakefield, Esq.,
the travelling representative of
the Vulcan Motor and Engineering
Co., Ltd., the well-known
British motor vehicle manufac-
turers.

A car which is chosen by such
prominent people associated with
the engineering industry, is de-
finite evidence of the merit of the
car.

Chosen by
Those
Who Know!

christened after the river—...to symbolise effortless energy

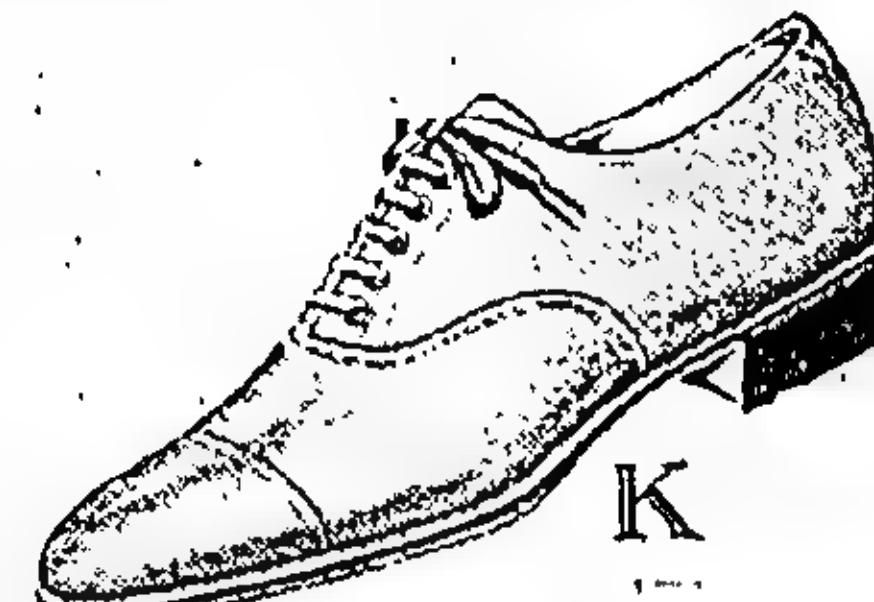
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Follow
Those
Who Know!

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ADVERTISERS DEFINITE PROOF OF THE

CIRCULATION

OF THE HONGKONG TELEGRAPH



The ordinary system of stock sizes and fittings is out of date now that people have become more particular about fit. For only perfect fit can give perfect foot comfort.

So the makers of K introduced their new famous "Plus" fittings—shoes with the heel-parts one fitting narrower than the foreparts (see illustration). Now if your foot is slim at the ankle, you will be able to get a K shoe that fits closely at the heel yet allows ample freedom for the toes.

It's the extra comfort and the extra smartness which have made K "Plus" Fitting Shoes so popular.

NEW STOCKS OF K SHOES IN BLACK and TAN.

Mackintosh's

FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L. N. E. R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

Use the Columns of
The
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To Increase Your
Business.

Rates on Application.

CHOICE VIANDS—



COOKED HAM
PICKLED OX TONGUE
SMOKED BEEF
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PRESSED BEEF
BRAWN
OXFORD, TOMATO and
LUNCH SAUSAGES
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all with the
ASSURANCE
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Cold Storage Co., Ltd.

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WHITEAWAYS LAIDLAW & CO. LTD.

LADIES' SUMMER VESTS.
UNBEATABLE VALUE

THE
PATRICIA
VEST

A fine ribbed Cotton Vest
for Summer wear. No
Sleeves. New Stock in all
sizes.

NOTE
THE
PRICE
50 cts. each.

LADIES' OUTFITTING DEPT.
Whiteaway, Laidlaw & Co., Ltd.
HONG KONG.



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Hongkong Telegraph.

Pictorial Supplement

May 17th, 1930.

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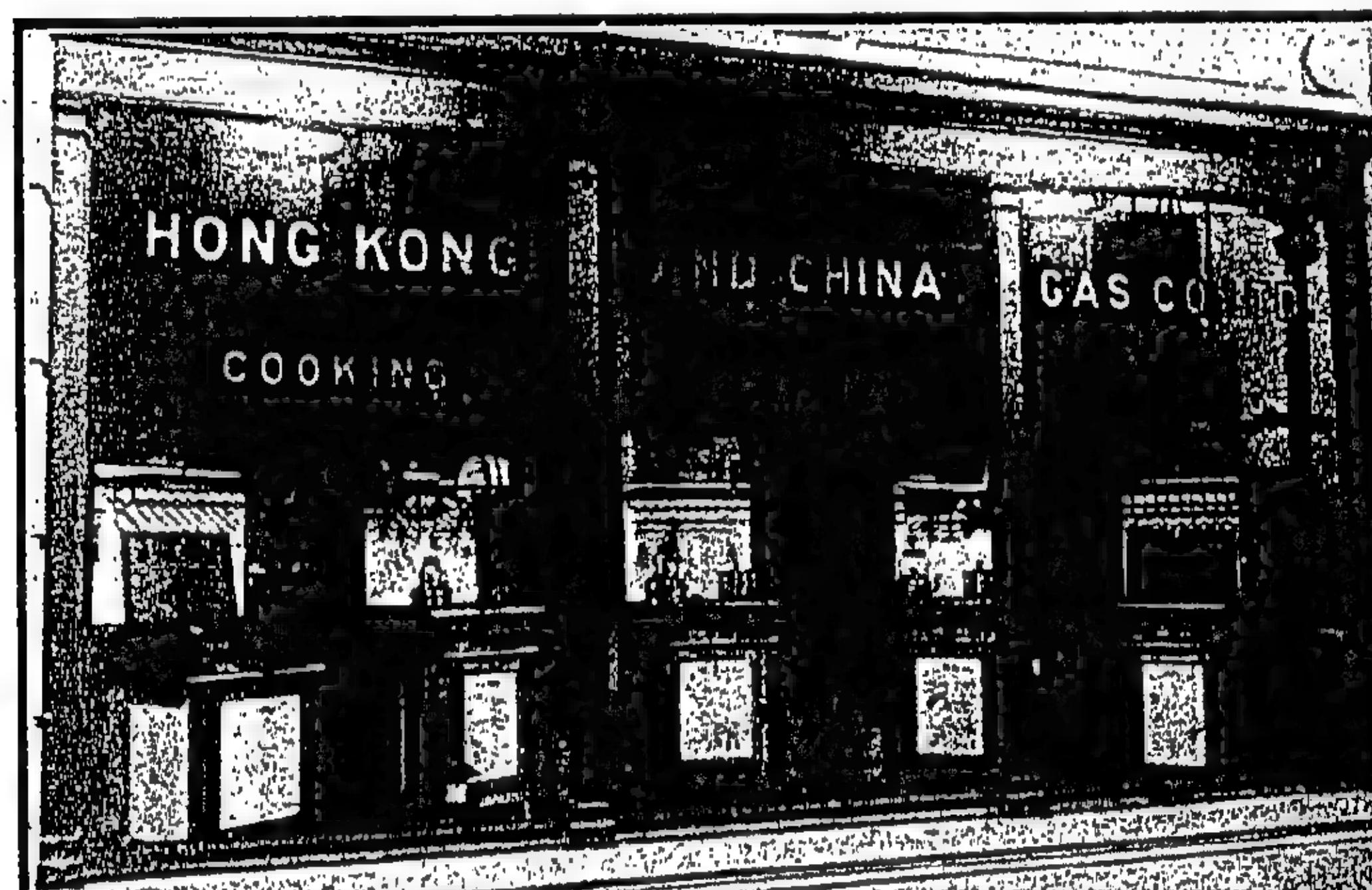
Apply to
THE MANAGER
THE HONGKONG TELEGRAPH
1-3, WYNDHAM STREET.
TELEPHONE 26601



His Excellency the Governor is here seen addressing the gathering which assembled at the Club de Recreio on Monday, when he received an enthusiastic welcome from residents of Kowloon. He expressed himself as greatly surprised at the signs of progress on the Peninsula. (Photo: Mee Cheung).



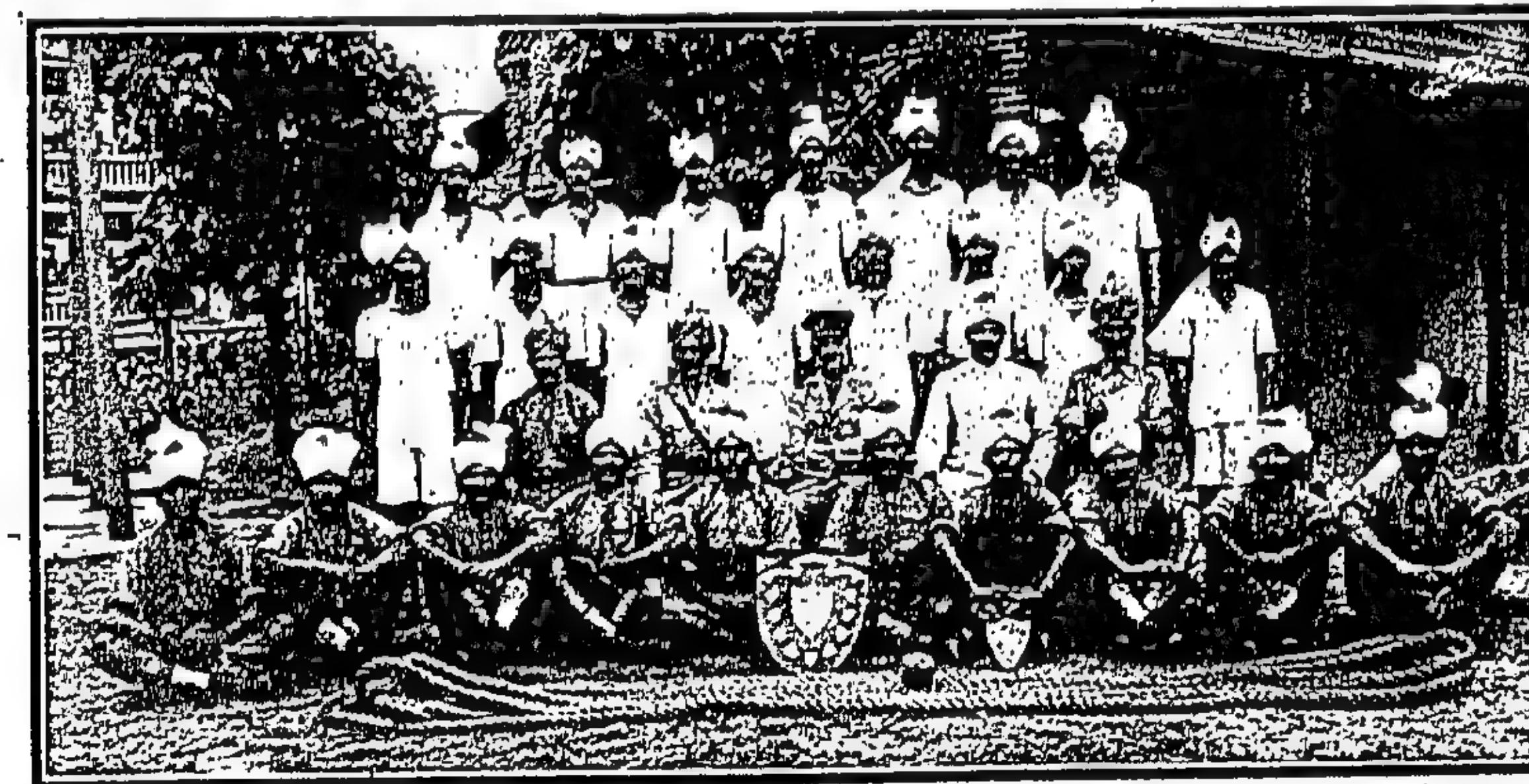
H.E. Sir William Peel, accompanied by Hon. Mr. W. T. Southorn, leaving the City Hall after the public welcome last week.



The enterprise of the Hongkong and China Gas Company is attested by the opening of a fine new showroom in Nathan Road, Kowloon, of which the above is an exterior view.



An interior view of the Hongkong and China Gas Company's new showroom in Kowloon, which is fitted out with all the latest equipment for gas heating and lighting.



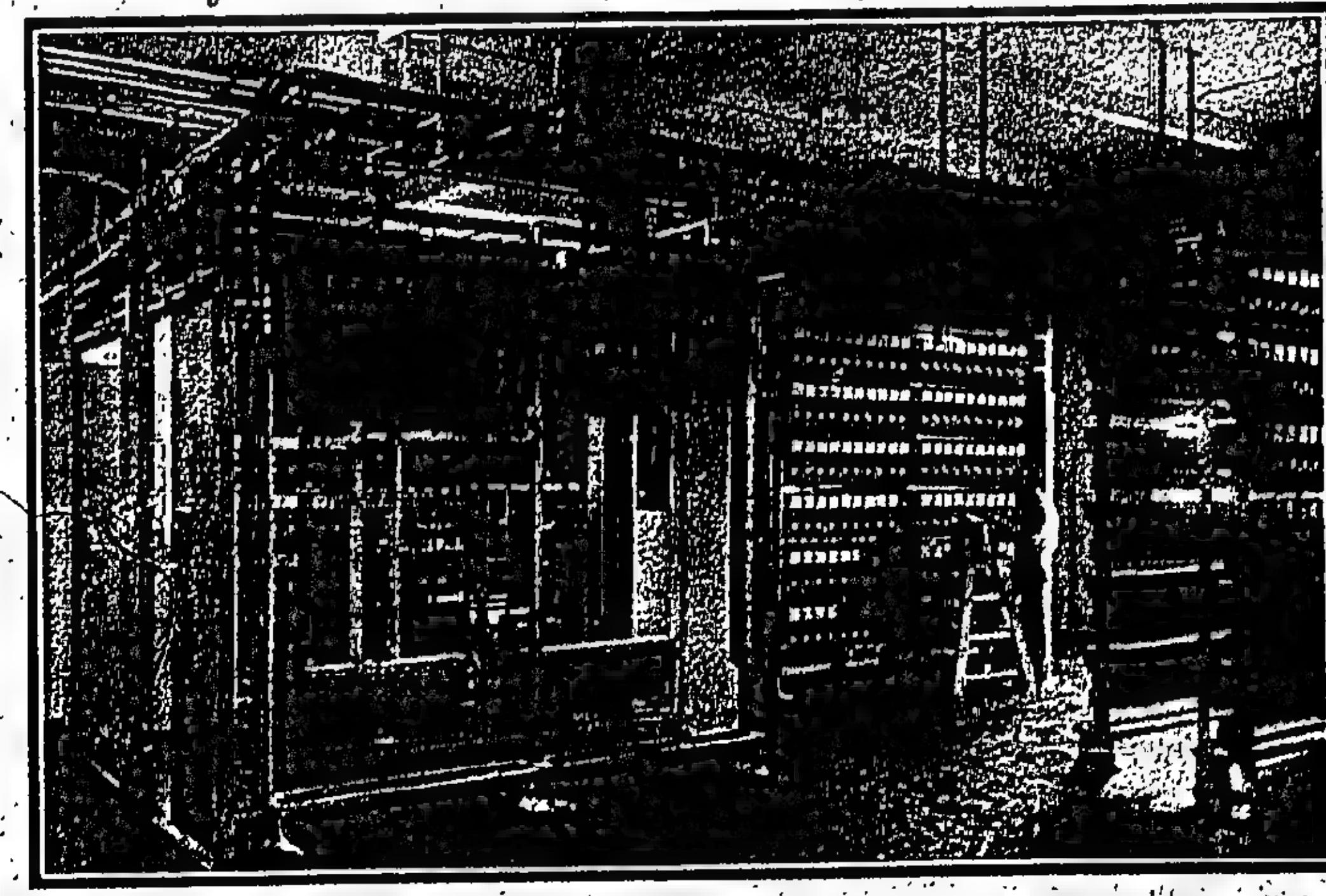
This picture was wrongly described last week. It shows the Right Section of the 1st Hongkong-Singapore Mountain Battery, R.A., winners of the Inter-Unit Shield in the Brigade competitions. Seated in centre is Major A. Creery, M.C., R.A. (Photo: King's Studio, Kowloon).



An effective picture showing H.E. the Governor and Lady Peel being escorted to the City Hall on their arrival in the Colony last week. (Photo: Ming Yuen Studio).



Play in progress between the K.C.C. and K.B.G.C. Second Division teams last Saturday. The latter won. W. Bowerman (K.C.C.) is seen delivering a wood. (Photo: Mee Cheung).



The public has probably very little idea of the equipment erected for the Telephone Company in connexion with the automatic service. This picture shows part of the exchange room.

Fashions Burst Into Prints

These new fabrics for summer
will make any little girl
look like a million, even
on a modest allowance for
making herself a knockout



I. this afternoon dress of pale yellow chiffon uses flowers in an outline print of blue, beige and emerald green.



II. a triple tier adds grace to this gay foulard with its thistle pattern of black, and white on lacquer red.



III. pleated tiers lend a demure chic to this Goupy cape suit of flat crepe printed in four colors.



IV. a printed, unlined long coat and plain frock make up this new Carette importation.



costumes from Henri Bendel
and shoes from Delman, N. Y.

If you want to sell yourself as a little girl with "personality plus" this summer, break into print!

For the authenticity of print is recognized everywhere. It is bound to impress that boss of yours, that beau of yours, all your friends, and the world in general.

Prints are fresh-looking. They are chic, colorful and as varied as flowers in an old-fashioned garden. There is much more life in a gay-printed frock than in a plain colored one. Whatever your coloring, your personal slant on life or whatever your job, I am sure you can find appropriate printed costumes that help you to be what you want to be.

I have selected a rounded wardrobe for you this week. For I consider no girl gets the most out of life who wears only office clothes.

For daytime wear I have given you a selection of materials, foulard, printed necktie silk and printed flat crepe.

I. IF you each and all of you are planning to participate in some week-end parties this year, which will mean you must have an afternoon dress. Get one that likewise serves the purpose of the "Sunday evening" frock. By that I mean a dressy one that is informal, yet decorative.

I looked at mouseline, organdie, dotted Swiss and lace, and I decided that a pale yellow chiffon with the new outline flowers in emerald green, blue and beige couldn't be beat. It has lovely lady lines for you. And graceful lace yoke, jabot and cuffs.

You will hold your head a little higher, too, if you put on a picture hat of natural balibunt, with its crown all banded prettily with yellow, brown, peach and green taffeta. And a pair of T-strap sandals in parchment kid, with beige and tan trim seem to me to be a good understanding for this outfit.

II. IF you would relish being sophisticated-looking in a stunning way, glance at the little triple-tiered foulard frock in a thistle pattern of black and white lines on a lacquer red background. There's grace and graciousness in every line of it, and an indefinite feeling that the woman who wears it knows what it's all about.

The long-limbed line is accentuated by a slightly high belt line, and the sleeves blouse slightly above a tall cuff. This is an easy dress to wear, for it has a flattering neckline of fluted white silk pique that bastes inside a narrow banding of plain red outlined with white.

A lacquer red bangkok from Reibus, with one side wider than the other and the front cut away to show the forehead, is an ideal hat for this frock, just big enough to add a note of dressiness to it and little enough to be comfortable if you wear it on the street or in cars. Red lizard shoes with a fine little yoke design in the same material can be had, too.

III. If you are demure and want to be chic, look at the little Goupy cape suit of printed flat crepe. It has a navy blue background with tiny flowers of green, brown and white. Its frock has a double-tiered skirt, below a princess-fitted waistline and hips. The frock has long sleeves and a neat little neckline of pleated material, a life-saver if you have many frocks with white collars to be washed daily.

by Julia

The cape of this little outfit fits you well through the shoulders so it won't irritate you by slipping around. It has a flounce of pleated material like the skirt, and is jacket length.

Being a fine printed pattern, you won't soon tire of this unusual cut. It is calculated to set you up. Put it on, along with a little navy blue straw beret with white and navy blue grosgrain ribbon trimming it, and a pair of navy blue kid pumps, piped in white, and see how set up you feel.

IV. IF you are the practical girl who demands style plus utility, I have chosen a Carette import that will give you something absolutely new, the printed long coat and the plain frock making an ensemble.

You can see at a glance what an ideal combination it is. The flowing coat of quaint necktie silk in beige, brown, yellow and orange, gives you a chance to wear four different plain-colored dresses with it and be chic in every one.

The frock I show with it is its own beige flat crepe with cute short sleeves, a petal collar and jabot and fine rows of fagoting around the waist to the hipline where the accordion pleating starts. The dress has the new short sleeves and is belted with brown, and the racella mushroom hat is brown, too, banded in a slightly darker tone. But I want you especially to look at the coat, for it is tailored, long-sleeved, full length and unlined. Wear it with or without a belt.

V. NOW for the party dress. Shall it be chiffon or shall it be taffeta? There is summer delicacy in chiffons and there is youth in taffetas. Which do you want?

Roses do not wait for June to bloom this year, but all the new Paris things picture them. So I picked a lovely rose printed taffeta evening gown as a first choice for you. You'll feel like a million dancing in such a gown! It has a tight bodice, wide girdle and full, flounced skirt. It fastens up one side under the arm.

And remember, you had better invest in one of those nice foundations that go by the old-fashioned name of corsets, but are really supple as a silk shirt.

THERE is something refreshing about a print that makes it sparkle with hopefulness and raises sagging spirits accordingly. Maybe it is a raise in pay you crave. Maybe it is a little more attention for which you yearn. Maybe it is social recognition that you desire. Why not try the old fascinating game of dressing up to the part you want to play and taking a chance?

You will be surprised how your clothes will carry you instead of you having to carry them.

It is wise to avoid a bizarre design and an original cut in the same costume, as the combination will pall on you. When you are choosing a dress, remember that you are going to live with it for a while.

Accordingly, it is almost always better to choose one whose attraction will last instead of fading like a shooting star or last week's salary. That poise which results from a well-dressed feeling may send you striding ahead socially or professionally in a way that will be surprising. My clothes don't make the woman, but they certainly help considerably.

V. if you have an extra bit of fat on you, it's worth losing for this rose taffeta party dress with its full flounced skirt, tight bodice and wide girdle.

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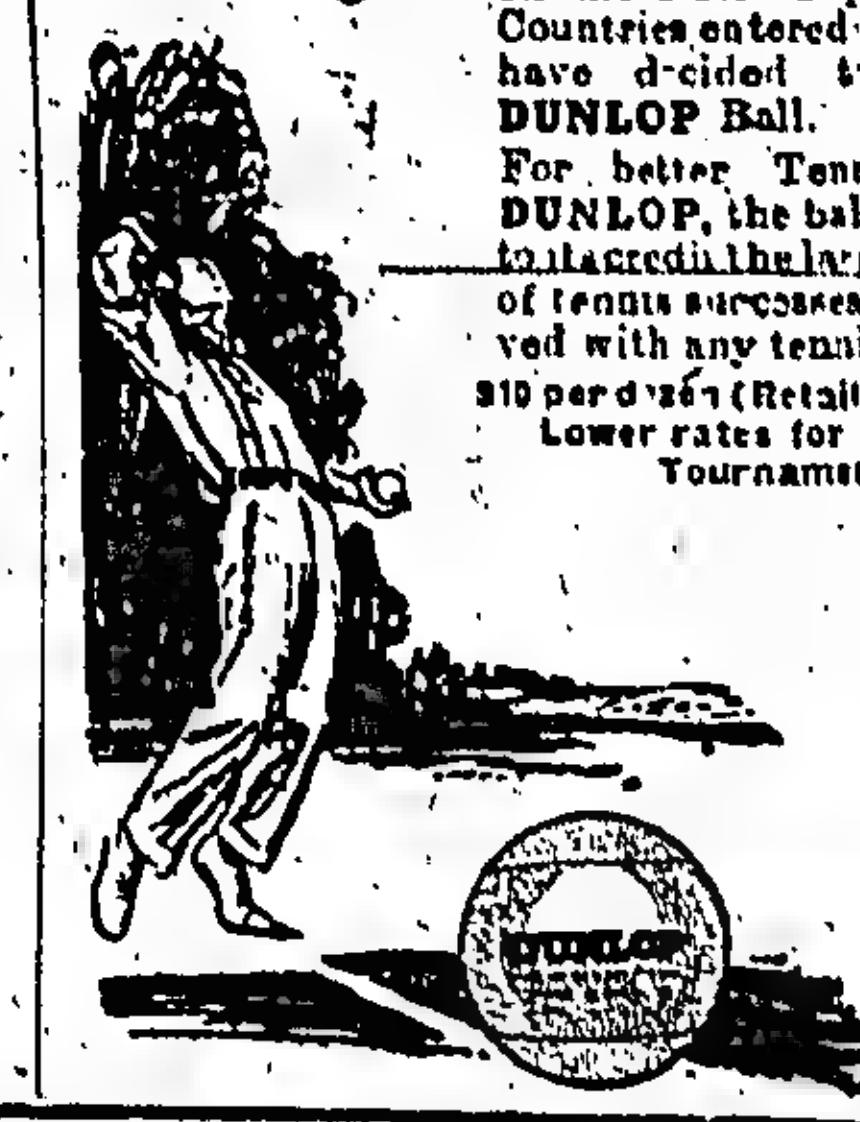
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In the Divis Cup, out of 22
Countries entered to date, 16
have decided to use the
DUNLOP Ball.
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DUNLOP, the ball which has
been used in the largest number
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WALKER CUP FOR AMERICA.

WIN TEN OF TWELVE MATCHES.

TORRANCE GIVES BRITAIN A SOLITARY SINGLES.

D. MOE'S WIZARDRY.

London, May 16. America won the Walker Cup at Sandwich by ten matches to two. Britain winning only one of the singles games. Tolley and Wethered had saved the British team from complete defeat in the foursomes and to-day it was Torrance who gave Britain her solitary victory in the singles. The American victories in the singles were very decisive and the scores themselves reflect the superiority of the Americans.

The results of the singles were as follows:

Dr. Willing (America) beat J. Nelson Smith (Britain) two and one.

Donald Moe (America) beat J. A. Stout (Britain) one up.

Bobby Jones (America) beat R. H. Wethered (Britain) nine and eight.

H. R. Johnson (America) beat R. H. Wethered (Britain) nine and eight.

H. R. Johnson (America) beat C. J. H. Tolley (Britain) five and four.

C. Voight (America) beat Sir Ernest Holderness (Britain) ten and eight.

G. Von Elm (America) beat Rex Hartley (Britain) three and two.

R. Mackenzie (America) beat W. Campbell (Britain) six and five.

T. A. Torrance (Britain) beat R. Quimby (America) seven and six.

Harley Cracks Up.

After the morning round, when Tolley was three down, he inspired fresh hope by regaining the first three holes in the second round. At the seventh, however, Tolley was again three down. Jones, after a devastating last half in the morning, was more kindly disposed later on and was content to retain the lead, although he was always hitting with tremendous power.

Hartley was two up at the third in his match with Von Elm, but after that he cracked up completely.

Campbell and Holderness had no excuse and no hope at the end of the morning round when they were eight and six down respectively.

Amazing Recovery.

Stout, however, was the victim of the most amazing recovery ever seen at Sandwich. At the end of the morning he lead Moe by four holes. He won the first three in the afternoon to become seven up, but Moe demolished this big lead by the time the twelfth hole had reached and finished by holing out the course in 67. Stout hung on bravely to the eighteenth where Moe, playing like a wizard, almost holed out his second shot.

The Americans sustained their accuracy throughout the whole match and deserved their victory.

In an interesting Bobby Jones said, "I never dreamed that we should play so well." Roger Wethered, the British captain, said, "I can only say that the better side won." (Continued on Page 14)

The Morning Play.

The weather was balmy and ideal.

After a moderate start, in which he missed a one foot putt, allowing Wethered to turn square, Jones with amazing fireworks won the tenth hole, where Wethered with a sliced drive, had rendered a spectator unconscious. Jones placed his second shot at the eleventh up against the pin, and repeated this feat at the twelfth, not having to hole out. He then holed out in thirty-five yards run-up at the thirteenth for the third consecutive three, and was 4 up.

Wethered seemed rattled, and Jones won the fourteenth despite three putts, and also won his sixth successive hole in taking the fifteenth.

Wethered halved the sixteenth, but was soon in trouble and lost the seventeenth. Jones was bunkered at the eighteenth, but recovered, and then was careless with a short putt and only gained a half.

The Prince of Wales, who was an early arrival, was most interested in the night of Tolley, who was hefty swiping, but this was negated by his inaccurate short game. He was 3 down at the fifth hole.

Harley and Von Elm explored most of the bunkers on the course. The

"MASKEE" LEAVES ON VOYAGE.

GIVEN WARM SEND-OFF ON WORLD TRIP.

A CUPID MASCOT.

Shortly after 8.30 this morning, the junk "Maskee" weighed anchor from her mooring at Causeway Bay, and set out on her hazardous venture of a voyage round the world.

She was towed out of the typhoon shelter by two motor-boats, and before she left Mrs. F. M. Deacon presented the crew with a present in the form of a Cupid doll. On board were Messrs. Stevenson, Banks, Greenham and Mitten.

A fair wind gave her a clear course through the harbour in a westerly direction, the extensive spread of sail making a fine sight, and her spic and span appearance evoking much admiration from passengers on the Star ferries, and those who had gathered at the end of various piers to wave farewell and good luck to the four intrepid voyagers.

A number of vessels dipped flag as she passed, which compliment was replied to by the "Maskee" which also flew beneath the pennant of the Royal Hongkong Yacht Club the signal "Thank You" (X.O.R.)

A number of steam and motor launches escorted the "Maskee" up the harbour, and to the accompaniment of crackers and messages through megaphones, the brave little craft sailed away.

Mr. Stevenson expressed the opinion that they would cover 150 miles to-day, and said they were making for the Philippine Islands, just south of Manila.

Included in the stores of the "Maskee" is a case of Ovaltine, presented to the adventurers by Messrs. Reiss, Massey & Co., and which will undoubtedly play a large part in maintaining the health of the crew, and the accomplishment of their attempt to circumnavigate the world. Wherever vitality and endurance has been vital to success, Ovaltine has always been selected, because of the highly concentrated nourishment, this delicious food beverage supplies, and which can always be relied upon for creating abundant strength, to fortify the body and so prevent fatigue.

TILBURY'S FINE NEW LANDING-STAGE.

OFFICIALLY OPENED BY THE PRIME MINISTER.

London, May 16.

The Port of London's new permanent landing stage at Tilbury was officially opened by the Prime Minister to-day.

The landing stage is 1,142 feet long and 80 feet wide, floating on 63 huge steel pontoons, and it carries a double-deck building 500 feet long.

Five bridges connect the shore with the stage, which projects 370 feet from the river bank and rises and falls with the tide, this movement averaging 21 feet.

The scheme cost £700,000, and will make possible the discontinuance of the practice of carrying passengers by tender between the shore and vessels lying in the river. Liners will now be able to lie alongside at any time.—British Service.

BANDITS THREATEN TSIATIEN.

TWO BANDS PLANNING TO JOIN FORCES.

Hankow, May 16.

Following the capture of Siam-kow and Hanchwang, bandits are now threatening Tsatiens. It is suggested that the bandits who recently captured Pingkang in Hunan are co-operating with the band and are planning a junction of forces for an attack on Wuhan. Headquarters regard the situation as serious and are securing reinforcements.—Reuters.

CUBAN SUGAR.

RUSSIA SAID TO REQUIRE 200,000 TONS.

New York, May 16.

Reports are circulating to the effect that Russia is in the market for 200,000 tons of Cuban sugar.

Reuters' American Service.

COUNTY CRICKET MATCHES.

AUSTRALIANS DRAW WITH LANCS.

MORE EXCELLENT BOWLING PERFORMANCES.

SOMERSET BEATEN.

London, May 16.

The County cricket matches which ended to-day were not productive of any very high scoring, but there were some notable bowling feats. Centuries were made by Longrigg, Geury and Chapman. Prominent in the bowling performances were those of Snary (Leicester) and Rhodes (Yorkshire) who returned unusually good averages.

The Honours List.

The principal batting and bowling performances during the matches which finished to-day are given below:

Batting.

Longrigg (Somerset)	112
..... and	81
Geury (Leicester)	112
Chapman (Kent)	107
Akers-Douglas (Oxford)	94
Hendren (Middlesex)	42*
..... Not Out.	

Bowling.

Rhodes (Yorkshire)	7 for 35
Snary (Leicester)	5 for 21
Hale (Middlesex)	5 for 50
Perks (Worcester)	4 for 15
Root (Worcester)	5 for 30
Alom (Surrey)	4 for 27
Peebles (Oxford)	6 for 37
..... and	6 for 80
Fabian (Cambridge)	8 for 69
Ryan (Glamorgan)	5 for 70
Macaulay (Yorkshire)	4 for 87
Andrews (Somerset)	4 for 87
Freeman (Kent)	6 for 85
..... and	5 for 104

Australians Draw.

The match between Lancashire and the Australians at Manchester ended in a draw. Lancashire made 176 in the first innings and the Australians 115. The County team was dismissed for 165 runs in the second innings, the batsmen finding Hornibrook, a bowler who varies his pace, difficult to deal with. Hornibrook came out with the best bowling average, taking five Lancashire wickets for 38 runs.

The Australians made a much better showing in the second innings and took their total up to 137 for the loss of only two wickets when stumps were drawn.

YORKSHIRE v. CAMBRIDGE.

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Reuters' American Service.

MISS JOHNSON AT BANGKOK.

DEAD-BEAT AFTER BATTLE WITH CLOUDS.

WORRY OVER PETROL.

Bangkok, May 16.

Miss Amy Johnson, the young English girl flyer, arrived here from Rangoon at 5.40 p.m. in continuation of her flight from England to Australia.—Reuters.

Later.

Miss Johnson's flight from Rangoon started in blinding rain and thick clouds.

Being unable to find the mountain pass, she rose to a height of 9,000 feet and finally emerged on the Siam side of the mountains.

She flew for three hours more, during which the thick clouds made it impossible for her to pick up landmarks. She was most worried as to whether her petrol would last out.

Eventually, she picked up a railway junction and found the position on the map. The rest was easy.

When she landed, she was dead-beat, but she hopes to leave for Singapore at daybreak.—Reuters.

ARMED ROBBERY AT BAY VIEW.

TWO VICTIMS SENT TO HOSPITAL.

DISAPPEARANCE OF MR. O'SULLIVAN.

POLICE OFFER A REWARD OF \$200.

Yorkshire v. Cambridge.

Yorkshire beat Cambridge by ten wickets. The veteran Rhodes was largely responsible for the collapse of the Cambridge men in the first innings when they lost all their wickets for the modest total of 127. Rhodes returned the fine average of seven wickets for 35 runs.

During the robbery, the thieves assaulted and wounded two of the inmates. They stayed in the marshalled for about 20 minutes and escaped in a southerly direction.

DISAPPEARANCE OF MR. O'SULLIVAN.

YORKSHIRE v. CAMBRIDGE.

London, May 16.

The following notice has been issued by the Inspector General of Police at Police Headquarters relating to the disappearance of Mr. T. F. O'Sullivan, who has been missing since May 8.

"On May 8, 1930, at about 6.20 p.m., Thomas Francis O'Sullivan (Irish), disappeared from the Botanic Gardens, Hongkong, and has not since been seen.

"Description.—Aged 45, height 5 feet 8 inches, hair silvery grey, very short-sighted, walks with a stoop. When last seen, was dressed in light coloured clothing, white shoes, no hat, speaks Cantonese and was at one time a short-hand teacher.

"It is hereby notified that a reward of \$200 will be paid to any person giving information leading to his recovery, dead or alive. The reward is valid for three months."

NAVAL TREATY.

YORKSHIRE v. CAMBRIDGE.

Washington, May 16.

General Dawes, U. S. Ambassador to Britain, is proceeding to America from London in order to confer with President Hoover on the London Naval Treaty.—Reuters' American Service.

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R.A.F. FUNERAL.

FULL HONOURS FOR AIRCRAFTSMAN.

The funeral of Leading Aircraftsman Alfred John Jarvis took place at the Protestant Cemetery, Happy Valley, yesterday evening, the burial service being conducted by the Rev. F. Freeman, R. N. Leading Aircraftsman Jarvis, it will be recalled, met his death under tragic circumstances on Thursday morning when for some reason which has not yet been ascertained, he fell from an aeroplane which had just risen to a height of between 200 and 300 feet above Kai Tak aerodrome, and was instantaneously killed.

Full honours were accorded at the funeral. The cortège left the Royal Naval Hospital at five o'clock, being headed by a firing party composed of aircraftsmen from Kai Tak. Following them came the band of H.M.S. Hermes, playing the Dead March. They were followed by a gun carriage on which the coffin was borne to the cemetery gates. The coffin was draped with a large Union Jack, on top being the deceased's sun helmet. Sailors from H.M.S. Hermes drew the gun carriage along. Three sailors from the aircraft carrier and a similar number of Kai Tak aircraftsmen followed immediately behind, and they afterwards carried the coffin to the graveside. Next them came aircraftsmen from Kai Tak and sailors from H.M.S. Hermes, each man carrying one of the numerous wreaths that were sent.

They were followed by many officers, including Captain J. D. Campbell, of H.M.S. Hermes, Commander D. C. Lang, H.M.S. Hermes, Wing Commander A. H. Steele Perkins, H.M.S. Hermes, and Squadron Leader S. T. Freeman, Kai Tak.

The last portion of the procession comprised a large number of aircraftsmen and sailors, and a detachment from the 2nd Battalion Argyll and Sutherland Highlanders, as well as several civilians, including Mr. F. Smith and Mr. W. E. Hollands (representing the Hongkong Football Association), Mr. A. F. Estall (representing ex-R.A.F. men in the Hongkong Police Force), Mr. A. E. Murphy and Mr. Wilson.

After the burial service, the Firing Party fired three rounds over the grave and two buglers from H.M.S. Hermes sounded the "Last Post" and "Reveille."

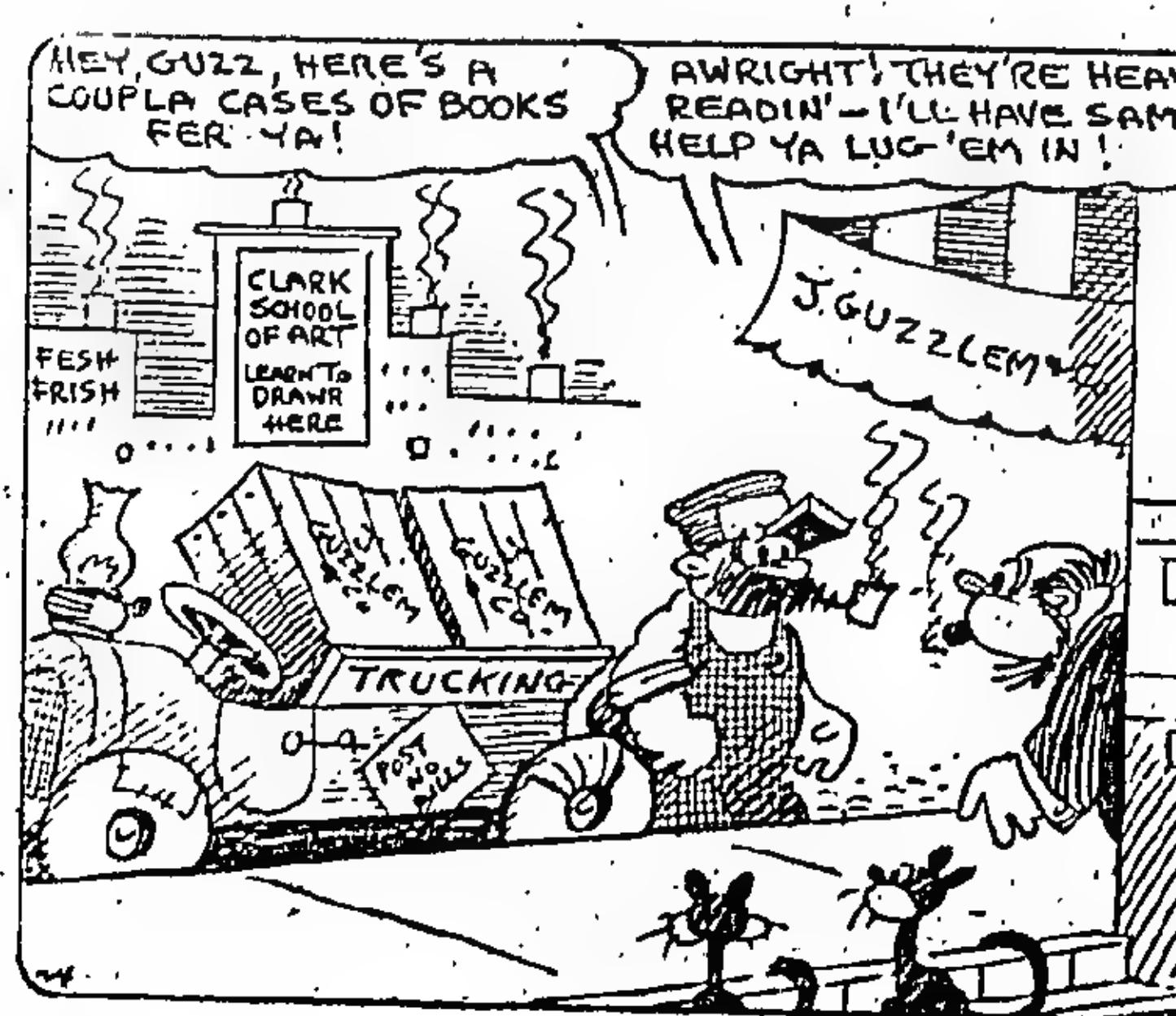
The Wreaths.

A wreath was sent by "Mother, Alice and Ted," and "Billy." Other floral tributes were sent by the Officer Commanding, R.A.F. Base, Kai Tak; Wing-Comdr. A. H. Steele-Perkins, R.A.F.; Flying Officer Dook, R.A.F.; Officers, 410 Flight; N.C.O.'s and Airmen, 410 Flight; Officers, 403 Flight; N.C.O.'s and Airmen, 403 Flight; Officers, 412 Flight; N.C.O.'s and Airmen, 412 Flight; N.C.O.'s and Airmen, H.Q. Flight, R.A.F., Kai Tak; Officer Commanding Stores Section, Kai Tak.

Admiral and Wardroom Officers, H.M.S. Tamar; Captain, Officers and Ships' Companies, 8th Destroyer Flotilla; Comdr. D. C. Lang, R.N., Capt. J. D. Campbell, R.N.; Lieut. R. Garnett, R.N.; Fleet Air Arm, Headquarters Flight, Hermes; N.C.O.'s and Aircraftsmen, H.Q. Hermes; Shipwrights and Artesian Messes, Hermes; Royal Marines, Hermes; Ship's Company, Hermes; N.C.O.'s and Warrant Officers, Messes, Hermes; Canteen Staff, Hermes; Observers, Hermes; Wardroom Officers, Hermes; Officers and other ranks, Royal Artillery."

Mr. and Mrs. W. E. Hollands; Mr. and Mrs. J. Ormiston; President, Council and Members, Hongkong Football Association; Ex-R.A.F. Men at Water Police Station; European Police Officers, Kowloon City; H.M.S. Hermes Football Team; Royal Naval Recreation Club; St. Joseph's College Football Club; Chinese Athletic Association; Officers, Warrant Officers and N.C.O.'s, 2nd Battalion Argyll and Sutherland Highlanders.

SALESMAN SAM



\$100,000 FINE FOR SMUGGLING.

MASTER MARINER FOUND GUILTY.

Convicted on two charges of opium smuggling, Arthur Hall, a European, holding a Master Mariner's certificate, was yesterday fined \$101,000, or seven months' imprisonment, by Mr. Lindsell at the Central Magistracy. His Worship stating that he had taken into consideration accused's past record which had been of a favourable character.

Accused appeared in Court to answer the two following charges:

(a) That you had in your possession about 2,500 taels of prepared opium on board the s.s. Kashgar, in the Victoria harbour of this Colony on Saturday, May 10th and

(b) That in connexion with the opium, you did something preparatory to exporting it out of the Colony.

Hall pleaded not guilty to each count.

Mr. L. R. Andrewes (Assistant Crown Solicitor), outlining the facts, said that about 11 a.m. on Saturday morning last, R. O. Grinmatt from information received, went aboard the s.s. Kashgar, which was alongside the Kowloon wharf. He was accompanied by Mr. Taylor. They found Hall sitting outside the smoke room on the verandah. They asked him whether he was Capt. Hall and upon receiving a reply in the affirmative, enquired if he had any luggage on board. The defendant replied that he had not, but later said that he had three trunks in the hold and one suit case in his cabin. He produced the keys for these trunks and suit case, and they were opened and the contents examined in front of the accused. The suit case contained personal papers and the three trunks a large quantity of opium, about 2,500 taels, valued at \$30,000.

The Arrest.

The accused was arrested and taken to the Central Police Station. The trunks were sent for examination to the Imports and Exports department. On the defendant was found a first class ticket to Singapore, per s.s. Kashgar, which sailed an hour afterwards. The papers found in the suit case were examined and Capt. Hall had asked for certain documents to be placed before the Court, as they reflected considerable credit on him.

One document was a diploma of honour awarded by the Executive Council of the Shipping Federation, in recognition of meritorious work as one of the crew of the Don Emilio, on June 13, 1917, under circumstances which called for an exceptional degree of skill and courage. During the war, Capt. Hall held the rank of Lieutenant in the Royal Naval Reserve.

Mr. Lindsell said that he did not think it was necessary for prosecuting counsel to read out the record at that moment. If the case was not proved, he would not require to refer to them, and if he did want them, he would ask the prosecution for them.

Used Foul Language.

Revenue Officer A. W. Grinmatt corroborated the statement as to the arrest of the accused and the discovery of the opium. He said that he asked the accused if he had any luggage on board, and he replied "I have got none." He told accused that he knew he had some luggage and he wished him to take witness to search it in his presence. Defendant then said "three trunks were given to me." They then went to the cabin, but there was no opium in the suit case. In the top of one of the trunks, he found bedding quilts and counterpanes, and underneath them 18 parcels containing tins of "Red Lion" Macao opium. Witness pointed out that it was opium and then cautioned defendant and placed him under arrest. He used foul language in denying the opium as his and said "I don't know the first — thing

about it." Witness was of the impression that accused had had a number of drinks. He did not open the other two trunks at the time, but they were sent to the Imports and Exports department, and in them were found 18 and 14 parcels of opium respectively.

Mr. Lindsell (to accused): Do you challenge anything he has said?—No.

You don't wish to ask any questions at all?—No.

Then what he has said is correct?—I know it is correct after he had opened the trunks.



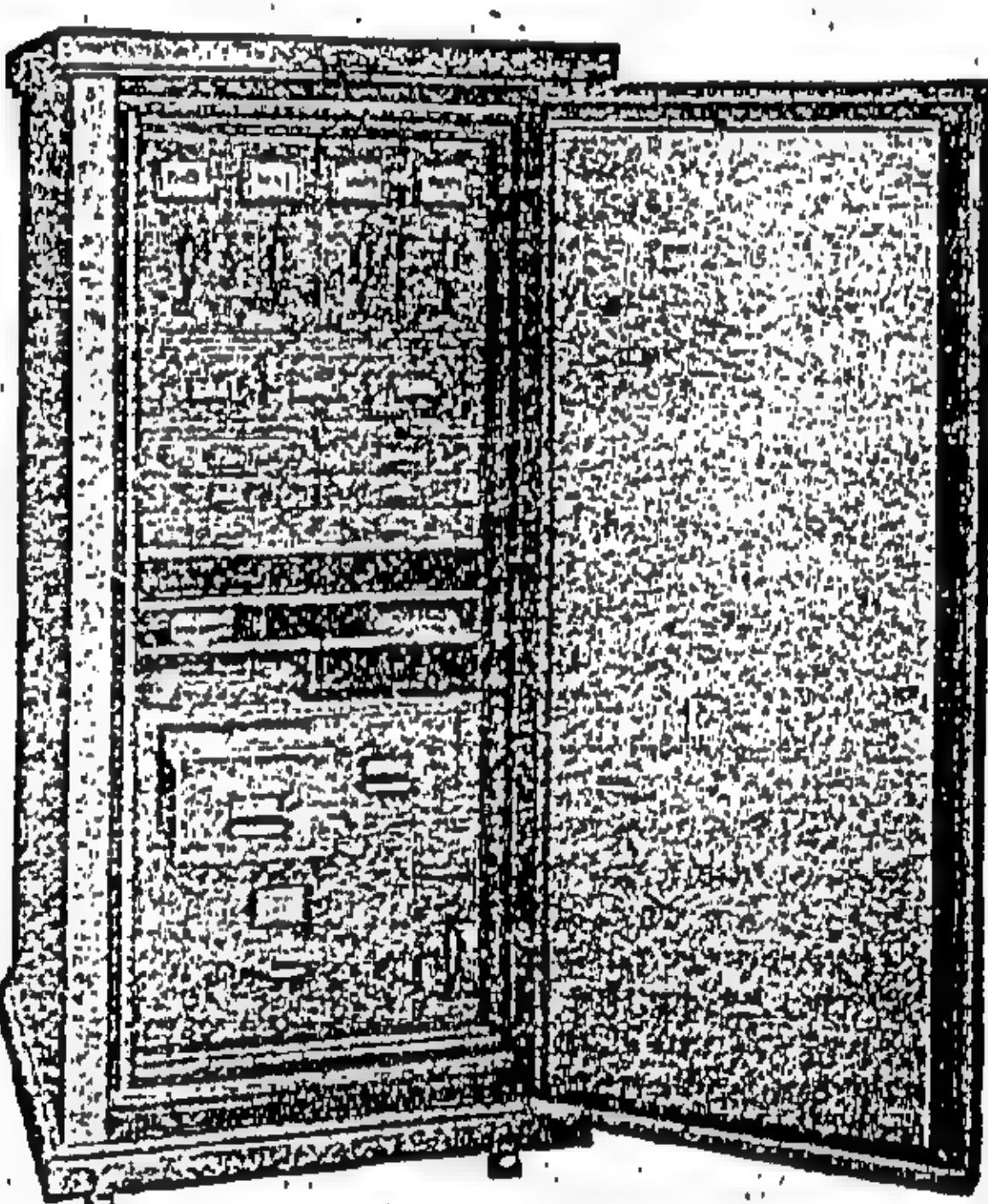
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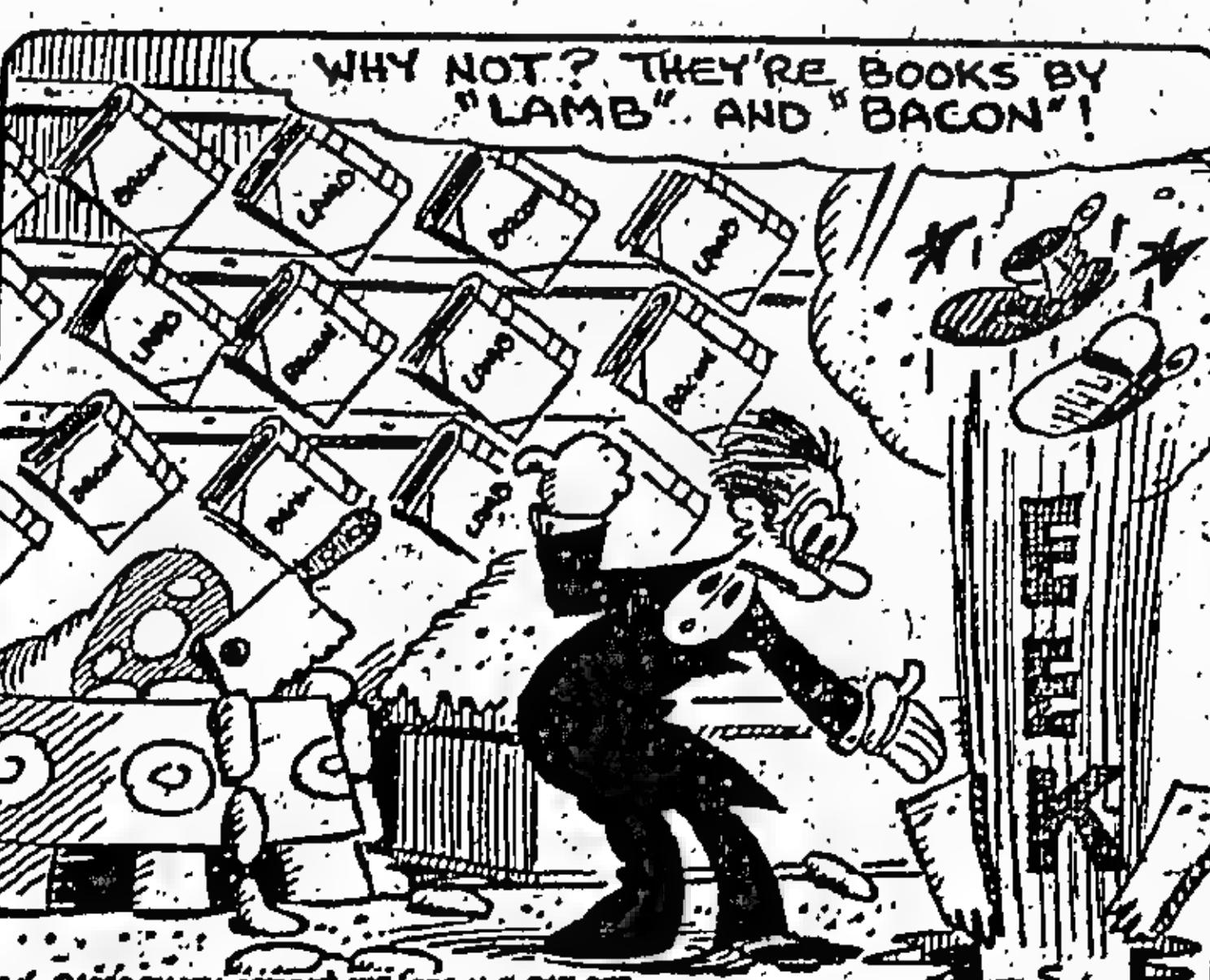
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second. In view of your past record, I intend to impose a slight six months' imprisonment and on charge B, \$1,000 or one month, consecutively. The opium will, of course, be confiscated.

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Where They Belong

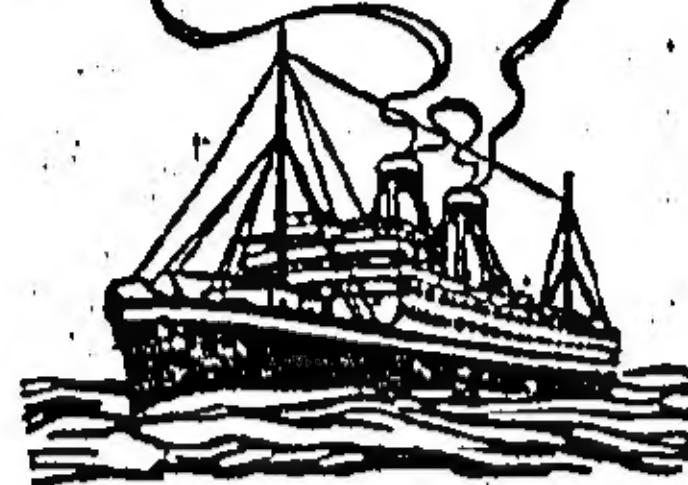


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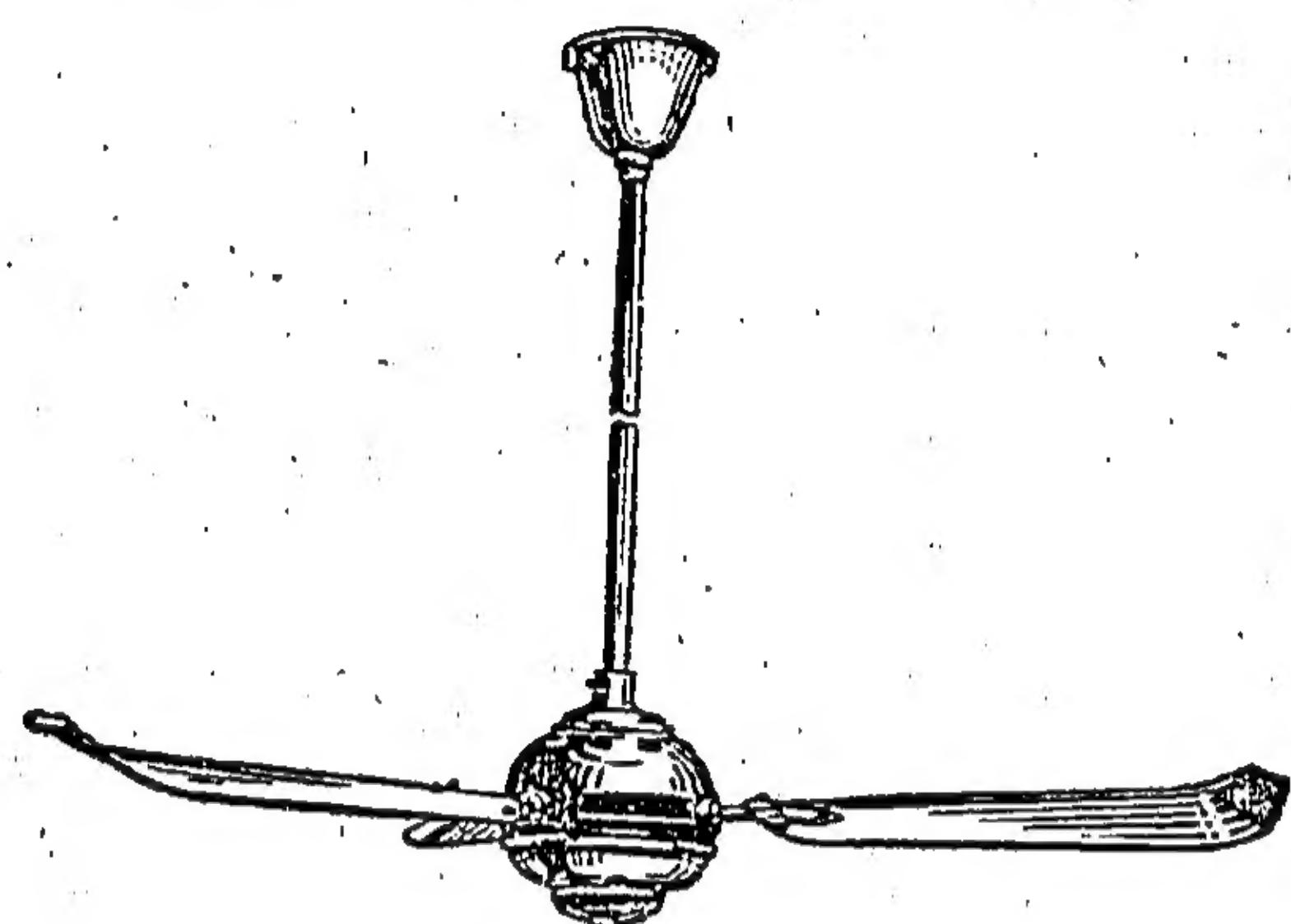
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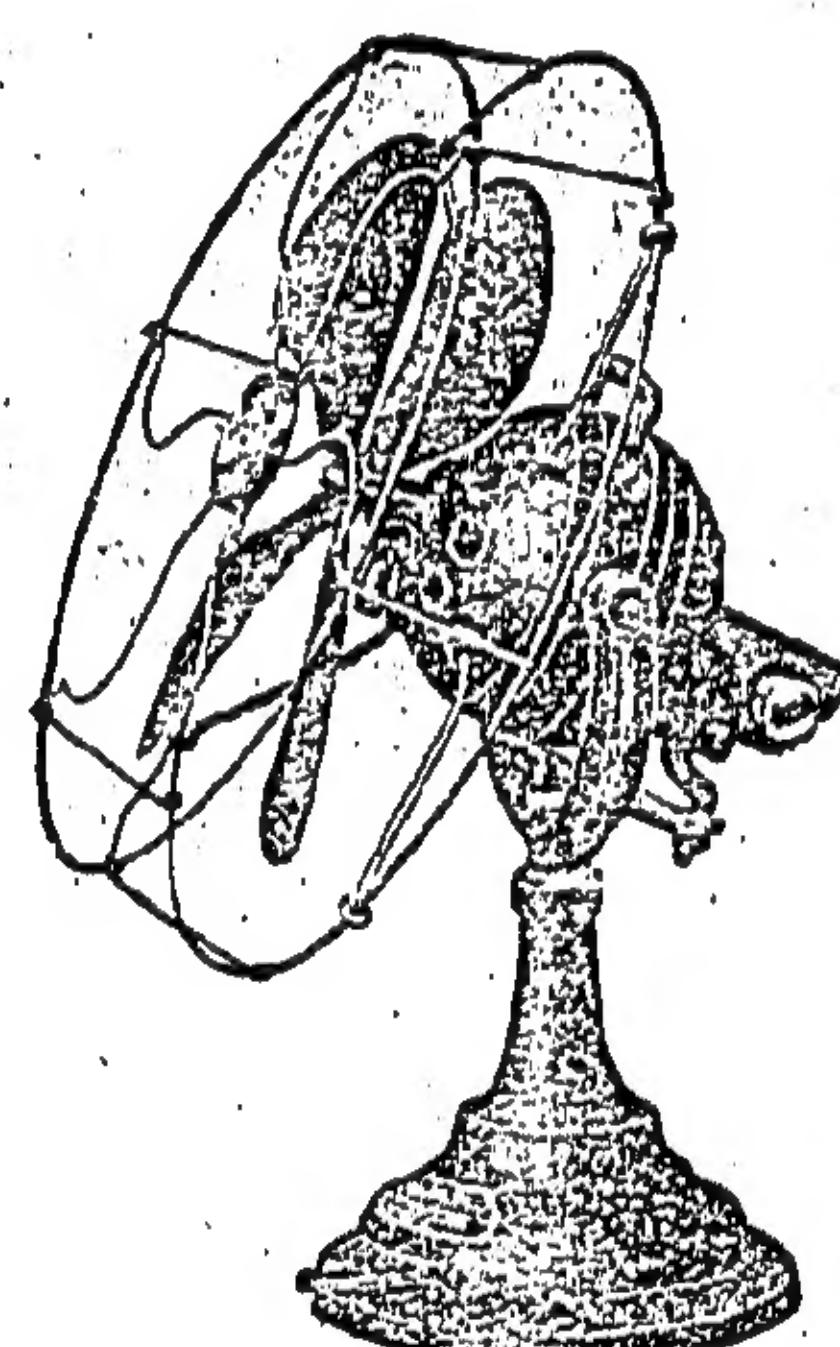
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BAND CONCERTS.

**NEW VENTURE ARRANGED
FOR KOWLOON.**

The question has often been asked: Why are there no public band performances in Hongkong? Here we have a large community and little entertainment provided for the warm summer evenings. Why is there no public Band and no place where the people can gather to enjoy good music in the open air? There is in fact no need to create a Public Band. At the present time we have two or three Military Bands available, whose Bandmasters are willing to co-operate in any way possible. Where then is the difficulty? To be quite candid, the chief difficulty appears to be the want of a lively community feeling. By way of illustrating consider what happens at a place like Kuala Lumpur. There you have the central "Padang," the recreational focus for the city, and after dinner the cars arrive from all quarters and the people meet in social intercourse around the spacious Selangor Club house, promenade on the green or sit and listen to the native band. The life of Hongkong seems to be too broken-up. There is no rallying point for the Whole Colony. Several attempts were made to promote Band Concerts in Hongkong but the results were discouraging. The music was excellent but even a first-rate Regimental Band has not the magnetic power to draw a crowd where the gregarious instinct is lacking.

It appears that the Government of Hongkong is sincerely anxious to establish a regular series of Public Band Concerts somewhere in the Colony and has offered an initial subsidy for the purpose to the Kowloon Residents' Association, with a request that the organisation of the concerts be carried out by this body. The offer has been accepted and the place and date of the first Concert have been fixed. The Band of the 2nd Battalion of the Argyll and Sutherland Highlanders has been engaged to play from 9-11 p.m. at the Kowloon Football Club, Chatham Road, on Wednesday, 21st. May. Admission is free but the small charge of 20 cents will be made for a seat.

In Kowloon there is a large nucleus of persons to whom the opportunity of hearing first rate music makes a strong appeal and who at the same time appreciate the chance of foregathering with friends and neighbours in friendly intercourse. Many of the residents on the Island who went over to the Peninsula last Monday, on the occasion of Kowloon's Welcome to the New Governor, were quite delighted with the free and informal spirit that animated the proceedings and the cheerful holiday mood that prevailed. It is hoped that large numbers from both sides of the harbour will make this first Public Band Concert such a success that the promoters may be encouraged to continue the series monthly throughout the year.—Contributed.

LATE SERVICE NEWS.

**ENG. COMMANDER FOR
H.M.S. TAMAR.**

Among the latest appointments announced by the Admiralty are the following:—

Engineer-Commander E. C. Plant, to H.M.S. Tamar (May 1). Paymaster Lieut.-Com. J. G. L. Faed, to H.M.S. Bee (April 23).

Admiralty Civil Posts.

The following civilian appointments in H.M. naval establishments are officially announced:—

Mr. E. G. Coomes, acting expense accounts officer, Malta Yard; Mr. W. L. Geddes, acting assistant naval store officer, Devonport Yard; Mr. S. E. Trebilcock, ditto, Portsmouth Yard; Mr. J. A. Rinck and Mr. F. E. Finnimore, ditto, Admiralty.

New Engineer Overseer.

Engineer Captain J. C. Matters, who has been appointed Overseer for the Admiralty in the North of England District, recently completed three years as Chief Engineer at Sheerness Dockyard. He was promoted to his present rank in December, 1925, after being first assistant to the Chief Engineer at Malta. During the War, he served on the staff at Devonport Dockyard, and from May, 1917, was engineer officer of the cruiser Caroline. In January, 1919, he joined H.M.S. New Zealand, in which he served during her tour of the Dominions with Lord Jellicoe. His new appointment, the headquarters of which are at Newcastle, dates from May 27.

Some difficulty was experienced in getting to the seat of the fire, but once this was accomplished the firefighters succeeded in localising the blaze and managed to prevent it from spreading to the front of the house and adjoining buildings.

Fire-snow was used to subdue the outbreak, which, at one time caused some alarm in the neighbourhood.

Mr. H. T. Brooks, Superintendent of the Fire Brigade, was at the scene personally directing operations, assisted by Mr.

**THE TANDA MURDER
TRIAL.**

**DEPARTURE OF SHIP FROM
HONGKONG DELAYED.**

The preliminary trial of Yamada, the Japanese passenger from Australia to Moji on board the s.s. Tanda, who has been arrested in connexion with the murder of a Chinese cook on the ship between Thursday Island and Sandakan, was continued before Mr. Whyte Smith, at the Kowloon Magistracy yesterday, when the Court sat to late hour to enable the officers and other members of the crew to sail in the evening. The departure of the vessel as a consequence, was delayed for over two hours.

Mr. H. Somerset Fitzroy, conducted the case for the Crown.

Dr. W. Sproule, M.D., surgeon of the Tanda, gave evidence of six wounds on the deceased's head and shoulders. The fatal injury was a lacerated wound from the right ear to the middle of the throat, severing all the soft parts and the blood vessels and extending to the cervical vertebrae.

Mr. R. L. Hairy, second officer, who was on watch at the time of the incident said he heard a commotion and went to the steerage quarters, where he found the prisoner and saw the deceased on his bed covered in blood.

The prisoner told witness that he had been gambling heavily and had lost his money. He could not therefore return to Japan. Witness insisted; under cross-examination, that the prisoner mentioned he had lost his money in gambling and not by it being stolen.

Pair of Pyjamas.

Mr. V. C. Lette produced the ship's registration papers and also gave evidence of having been called to the scene. He stated that the prisoner told him the deceased was a bad man. Yamada also asked to be allowed to kill himself.

Witness was asked to identify a pair of pyjamas, which he had found, in the ladies' bathroom together with a bucket of water and a cake of soap, but he intimated that he had no reason to believe that they belonged to the prisoner.

In reply to his Worship about the significance of the evidence, even presuming the articles belonged to the prisoner, Mr. Fitzroy pointed out that that evidence would tend to prove premeditation as it could be argued that the defendant had intended to get washed and changed after committing the crime.

The Discovery.

The assistant cook, Fung Shing, whose cabin adjoined the deceased's, said he heard the deceased shout during the early hours of the morning of May 5. Witness saw the door between their respective cabins shut which was an unusual thing. By obtaining the latch key, which was kept on a box in witness' cabin, the door was pushed open slightly. Witness saw the prisoner standing beside deceased's berth immediately behind the door. The prisoner pushed against the door but witness managed to force it open. He then caught the prisoner and shouted for help. Later the prisoner was handed to the officers and detained in the ship's gao.

Witness mentioned that he on May 1 had seen the prisoner handling a knife and a tomahawk like the exhibits in Court. Witness had never seen the prisoner and the deceased together.

Another cook on board, in reply to questions, said that he had never gambled on the ship although he had seen others gambling. He denied, in reply to the prisoner, that they both had taken part in a gambling school.

The hearing was adjourned till the afternoon of Thursday, May 29, the defendant being formally remanded for one week.

FIRE AT CAUSEWAY BAY SUBDUED.

**BRIGADE'S PROMPT WORK
PROVES EFFECTIVE.**

The boiling-over of tar is believed to have been the cause of an outbreak of fire which occurred at Causeway Bay yesterday morning. Prompt work by the Fire Brigade prevented the blaze from spreading, with the result that comparatively little damage was done.

At 11.16 a.m. the Central Station received a call to a fire which had broken out in the kitchen of the second floor of No. 43, Causeway Bay Road. Three engines were sent out, but on arrival the firemen found the blaze so fierce that it was thought advisable to send for further assistance. Two other appliances were later despatched to the scene.

Some difficulty was experienced in getting to the seat of the fire, but once this was accomplished the firefighters succeeded in localising the blaze and managed to prevent it from spreading to the front of the house and adjoining buildings.

Fire-snow was used to subdue the outbreak, which, at one time caused some alarm in the neighbourhood.

Mr. H. T. Brooks, Superintendent of the Fire Brigade, was at the scene personally directing operations, assisted by Mr.

WEEK-END RADIO.

**ORGAN RECITAL FOR
TO-DAY.**

To-day's wireless programme, broadcast by Z.B.W. on 355 metres: 12.30-2.00 p.m. Programme of Victor records by courtesy of Messrs. Tsang Fook Piano Company.

At 1.15 p.m., Organ Recital by Mr. G. Longyear.

7.00-9.00 p.m. Programme of Victor records by courtesy of Messrs. Tsang Fook Piano Company:—

"Prelude-Overture," (Massenet).

"San Francisco-Symphony Orchestra."

"L'Arlesienne-Excerpts Prelude," (Bizet).

Leopold Stokowski and the Philadelphia Orchestra.

"L'Arlesienne-Excerpts Minuetto," (Bizet).

"L'Arlesienne-Excerpts Adagietto," (Bizet).

Leopold Stokowski and the Philadelphia Orchestra.

"L'Arlesienne-Excerpts Danse Provencal," (Bizet).

"L'Arlesienne-Excerpts Carillon," (Bizet).

Leopold Stokowski and the Philadelphia Orchestra.

"Prelude And Allemande," (Bach).

"Fugue," (Bach).

Andrea Segovia Violin Solo.

"Love Me," (Lenoir-Morse-Avila).

"I'll Close My Eyes to the Rest of the World," (Cliff Friend).

Jesse Crawford, Wurlitzer Organ.

"Washington Post March," (John Philip Sousa).

"El Capitan March," (John Philip Sousa).

Sousa's Band.

"I'll See You Again," (Noel Coward).

"It's You I Love," (Davis-Coots-Swanstrom).

Oiga Alhoni Soprano with Orchestra.

"Quartet in E Minor," (Smetana).

Flozalay Quartet.

"Macbeth," (Rowe-MacMurrough).

arr. Chomet).

"A Dream," (Charles B. Cory-J. C. Barlett).

Renee Chemet Violin Solo with Piano.

"Sylva Ballet-Intermezzo and Valse Lente," (Delibes).

"Slyvia Ballet-Pizzicato," (Delibes).

San Francisco Symphony Orchestra.

Direction of Alfred Hertz.

"Beau Soir," (Paul Bourget-Claude Debussy).

"Clair De Lune," (Paul Verlaine).

Joseph Szalai, Op. 83, No. 1.

Mary Garden, Soprano with piano.

"Valse Brillante," (Chopin, Op. 18).

"Valse Caprice," (Rubinstein).

Grace Jan, Paderewski Piano Solo.

"Spring Song," (Mendelssohn).

"Venetian Love Song," (Delibes).

Florentine Quartet.

"At Peace with the World," (Irving Berlin).

"Valencia," (Boyer-Charles-Padilla).

Jesse Crawford, Wurlitzer Organ.

9.00-12.00 Midnight: Special Dance programme.

12.00 Midnight: Close down.

TO-MORROW'S PROGRAMME.

10.00 a.m. Church Service relayed from St. Joseph's Church.

Programme.

1. Holy Mass:

(a) Kyrie.

(b) Sermon: "Whither Goest Thou?" by Rev. Father D. MacDonald S.J.

(c) Offertory: "Regina Coeli (A. Riganti).

(d) Sanctus: Benedictus and Organum Dei.

(e) Post-Communion: Violin and Organ.

2. Benediction: of the Blessed Sacrament:

(a) O Salutaris.

(b) Tantum Ergo.

(c) Laudate Dominum.

At end of Service a Chinese programme.

1.00 p.m. Close down.

9.00-10.30 p.m. Programme of Columbia records by courtesy of Messrs. Anderson Music Company:—

"Sing Alleluia Forth," (Eric H. Thiman).

"Praise My Soul, the King of Heaven," (Henry Smart).

6,600 Voices (Choir of 2,620 and 4,000 Audience) recorded during the Nonconformist Choir Union Festival. Conducted by

TO-DAY'S WANTS.

25 WORDS \$1.00.
(\$1.50 If Not Prepaid.)
The following replies have been received:
544, 545, 547, 550, 556, 566, 593;
595, 598, 618, 634, 638, 639, 642,
650, 667, 671.

FOR SALE.

FOR SALE.—14.40 h.p. M.G. Sports Saloon, First class condition. Apply any time Duro Garage, Nathan Road, Kowloon.

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

A GODOWN at Whitfield Road consisting about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong Ltd.

CHURCH NOTICE.

To-morrow the Fourth Sunday After Easter.

LOCAL SERVICES.

Union Church, Kennedy Road, Services will be held as follows:

—Morning, 11 o'clock; Evening, 6 o'clock. Preacher at both Services, the Rev. J. Foster, of Canton. At noon a meeting of the Congregation will be held.

St. John's Cathedral, Hongkong, May 18th, 1930, Fourth Sunday after Easter. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: Rev. C. B. Shan, Warden, St. John's Hall. Holy Communion 12.15 p.m. Evensong 6 p.m. Preacher: Rev. F. Freeman, R.N. Wesleyan Methodist Church, Queens Road, East. Sunday Services: Morning: 10.15 a.m. Preacher, Rev. J. C. Knight Anstey. Evening: 6.0 p.m. Preacher: Rev. J. C. Knight Anstey. Sailors and Soldiers Home. Sunday, 8.15 a.m. Service Mens Hour. (A hearty welcome to all men of H. M. Services, also to all Civilian friends).

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Mortals and Immortals." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room, Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

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A Leopard

cannot change his spots...

...and that's why you

get tired of looking at

him!

New Advertisements

PENINSULA HOTEL

Tuesday, 3rd June 1930

Patrons are notified that no Dinner Dance will be held at the above Hotel on Tuesday, 3rd June 1930.

THE HONGKONG & SHANGHAI HOTEL, LTD.

GUIDE TO THE COMPANIES' ORDINANCES OF HONGKONG.

In the Form of a Detailed Index (131 PAGES), COMPILED BY

WALTER J. HAWKER, A.C.I.S.

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Below are some opinions by professional men who have been favoured with advance copies.

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"For years I have complained bitterly of the lack of an Index to the Companies' Ordinances of Hongkong. The volume will be of great service."

"The work is excellently conceived and very well worked out."

"Every solicitor, barrister and auditor and company secretary will find the work indispensable."

"I heartily congratulate Mr. Hawker on his work."

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Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Monday, the 19th May, 1930, commencing at 11 a.m. at No. 6, Yue Kwong Terrace. A Quantity of Valuable Household Furniture On View from Saturday, the 17th May, 1930.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Sixth Extra Race Meeting to be held on Saturday, 7th June and on Monday, 9th June, 1930 (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries close at 12 o'clock noon on Thursday, 29th May, 1930.

HONGKONG JOCKEY CLUB.

The Fifth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 17th May, 1930 commencing at 2.30 p.m. The first bell will be rung at 2 p.m.

"For years I have complained bitterly of the lack of an Index to the Companies' Ordinances of Hongkong. The volume will be of great service."

"The work is excellently conceived and very well worked out."

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flats with modern conveniences.

MASSAGE HALL

MRS. S. UZUNOYE

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37, Queen's Road C, 2nd floor.

ENGLISH GIRLS GO CAMPING.

OPEN-AIR HOLIDAYS FOR 50,000.

This year will be camping year. Young women and girls have so taken to the camping holiday craze that it is estimated that more than 50,000 of them will take their holidays in this way during the summer.

This new holiday freedom is becoming more popular than ever, a *Daily Chronicle* representative was informed by the secretary of the Campers' Club.

"Our 5,000 members are only a fraction of Britain's camping enthusiasts, as we only concern ourselves with private individuals, and take no account of the commercial open-air boarding houses which are dotted round the sea coast.

Democratic Holidays.

"The democracy of camping is such that in our own club there are all classes of society—from peers to plumbers' mates. Women are a very large and growing section. The professional middle-class family make a large body of the camping fraternity.

"Camping is also becoming more international in its character. We are having three tours to Oberammergau, and one each to Denmark, Sweden, Majorca and Barcelona. There are to be a holiday camp in Brittany and nine motor camp tours.

"The coming of the cheap motor car has meant a big enthusiasm for camping. It has meant an economic and more mobile holiday for the small family man."

Women's Part.

"Young women are demanding the camping holiday more eagerly," said the secretary of the Federation of University Women's Camps, "and we are organising these holidays for 1,600 girls from High Schools and Secondary Schools.

"The camps are in charge of University women, teachers, and others responsible for payment of all chits, &c."

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends.

Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Race Meeting.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$1 for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted at half price.

Bookmakers, Tie Tac men, &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

By Order,

C. B. BROWN,

Secretary.

MRS. MOTONO

HAND & ELECTRIC

MASSAGE

No. 51B, Top Floor, Wyndham St., Hongkong.

SUM THAT HE COULD NOT WORK OUT.

Lord Hewart, the Lord Chief Justice, confessed that there was a limit to his mental arithmetical ability.

Speaking at the annual dinner of the Periodical, Trade Press and Weekly Newspaper Proprietors' Association at Grosvenor House, Park-lane, he said he remembered about 40 years ago attending a dinner of journalists, at which an editor began a speech in some such words as these:—

"Geologists tell us that the world has been in existence for four hundred million years. It may be a sober reflection on a night like this, but somehow or other the world kept on very well for 399,999,950 years without a modern newspaper Press."

"Twenty-five years later," said Lord Hewart, "I repeated the exordium to a gentleman, who said: 'But your friend was wrong. It is not four hundred million years. It is four million million years.'

"Do you know," confessed the Lord Chief Justice, "I cannot do that sum. I really cannot subtract fifty from four million million."

Capt. E. P. Minnett, Medical Section, returned from leave as from 13.5.30.

No. 1254 Pte. L. J. Cave, Armoured Car Company, Car Section, from 1.5.30 to 31.12.30.

No. 1587 Pte. T. Lindars, No. 4 Platoon is transferred to Machine Gun Troop as from 16.5.30.

No. 1588 Tpr. F. M. Hartley, Recruit, has been taken on the strength and posted to the Machine Gun Troop as from 16.5.30.

Struck Off the Strength.

Or Medical Grounds.—No. 1233 Bdm. V. G. Xavier, Corps Band, as from 16.4.30.

R. C. STRACHEY, Captain, Acting Adjutant, H.K.V.D.C.

NOTICE.

Sergeants' Mess.—The members of

the Sergeants' Mess will be at Home

from 11 a.m. to 1 p.m.

NO MORE RIVER BURIALS.

River burials are now banned by the Port of London Authority.

This announcement follows an incident at Hammersmith Bridge, when a weeping elderly Sikh cast into the waters of the Thames a casket containing the ashes of his English girl-wife.

"If there is a recurrence of such a burial in the Thames as took place at Hammersmith, we shall take steps against the persons concerned in order to discourage further offences," said an official.

"We feel this is necessary because there are many Indians and others in London who might wish to be buried in the same way."

"If such a practice were unchecked urns buried in the river bed might cause an obstruction to navigation."

It was pointed out, however, that the P.L.A. ban only affects parts of the river which are under their control—namely, the reaches below Teddington.

Women predominated, and people

from Wales—especially Cardiff and Swansea—formed about a tenth of the congregation.

As he passed there was distressing emotion among some of those

on whom he laid hands. Women moaned pitifully and their bodies and faces worked convulsively.

One woman fainted and was carried out of the arena.

Many afterwards testified that

they had felt the power of healing

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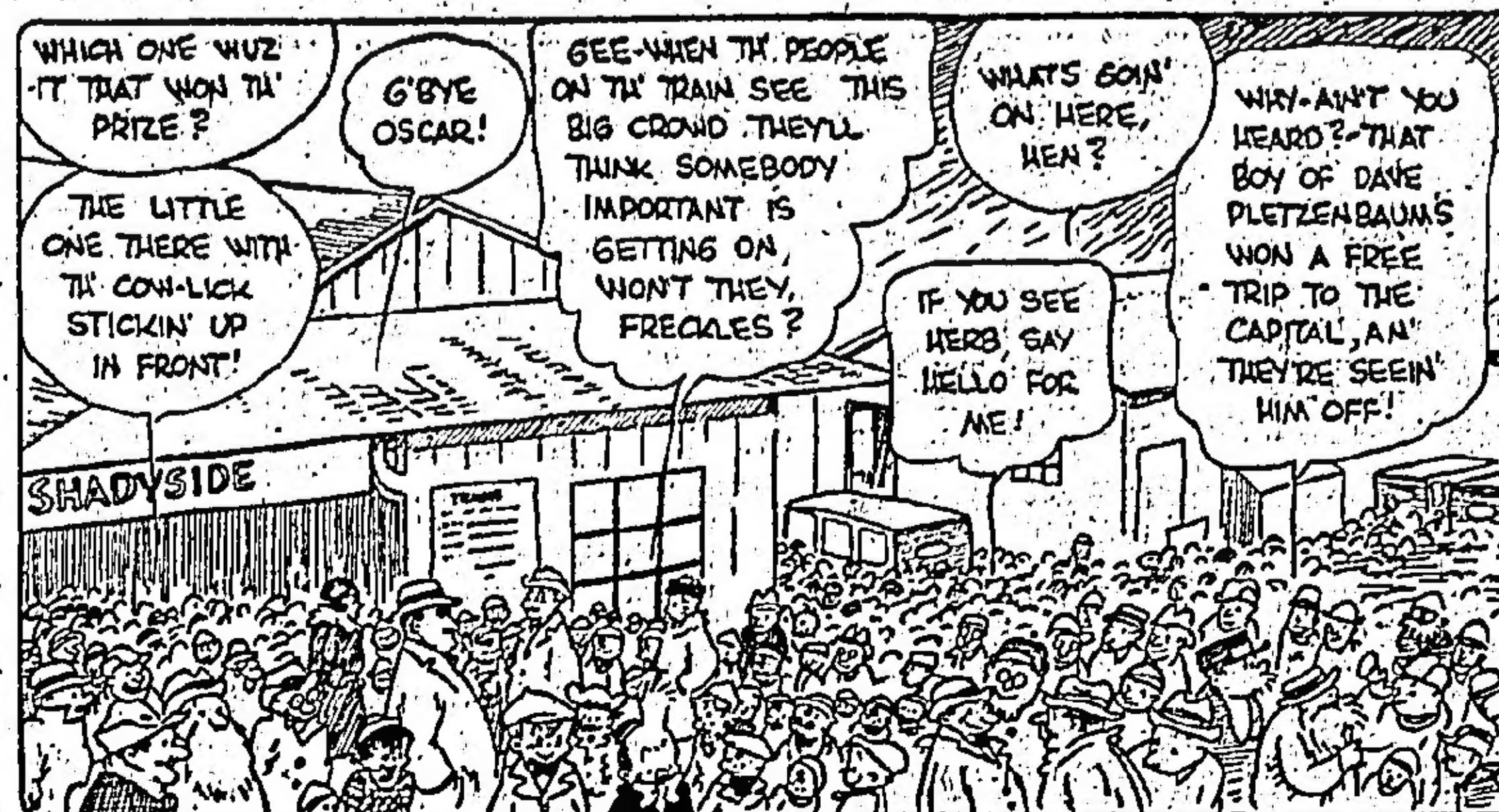
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FRECKLES AND HIS FRIENDS



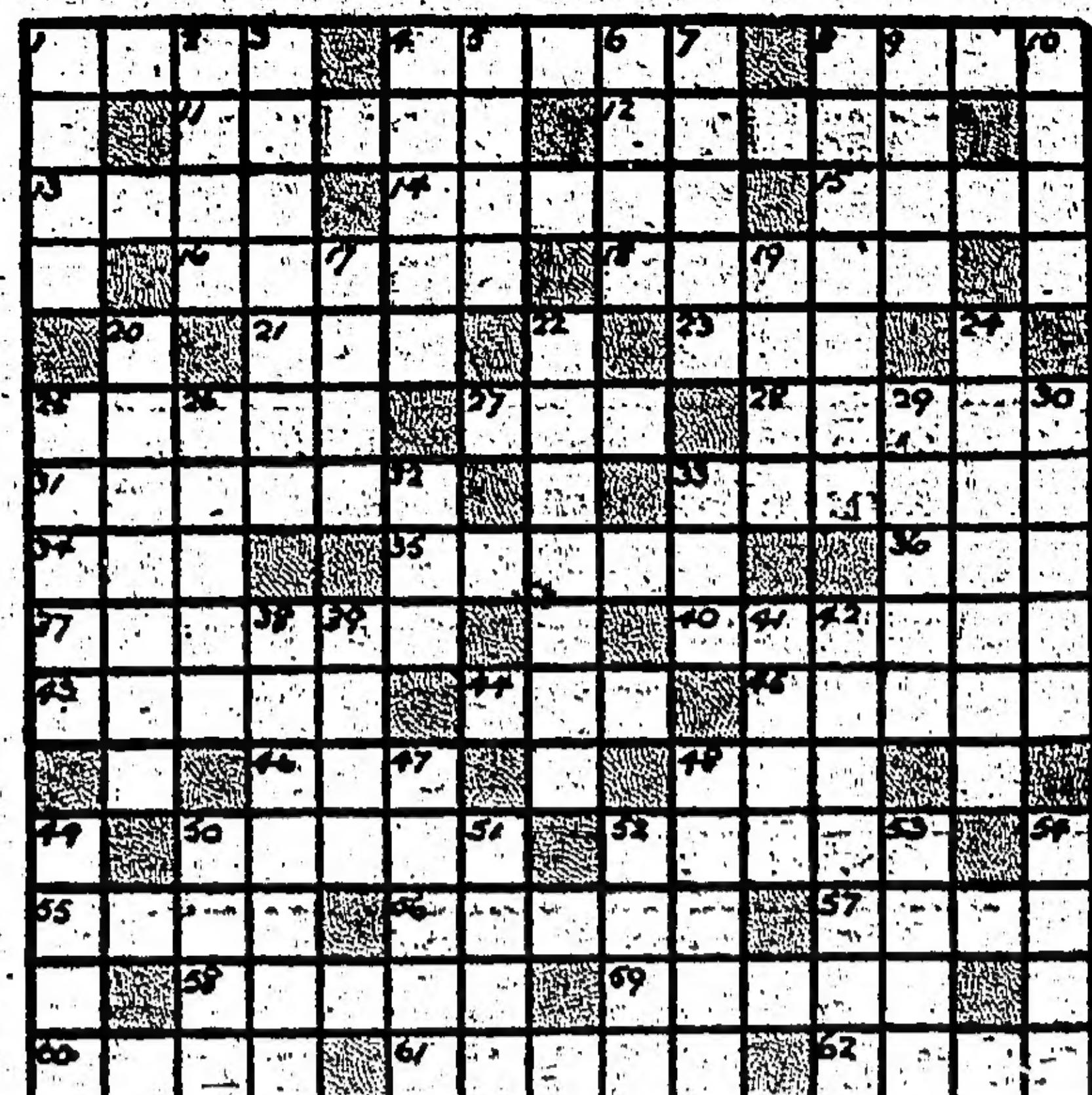
The Great Day!



By Blogger



OUR BRITISH CROSSWORDS.



To-day's Recipe.

RASPBERRY BLANCMANGE.

Remove the stalks from 1lb. of raspberries, crush the fruit with a spoon, and sprinkle over them 3oz. of castor sugar. Leave for 3 or 4 hours, then press them through a hair sieve. Dissolve 1oz. of gelatine in 1 gill of water. Boil 1 pint of milk, strain in the gelatine, and cool while stirring. When nearly cold add the raspberry puree and the juice of 1 lemon. Mix well and, if necessary, colour with cochineal or carmine. Whip 1 pint of cream and stir it in lightly. Put into a mould rinsed out in cold water, and leave until set.



Turn out and garnish with a few whole raspberries.

This may be made with raspberries and red currants or with strawberries.

Flummery.—Melt 1oz. of gelatine and 1½oz. of sugar in 1 gill of water. Boil 3 gills of milk, strain in the gelatine, add some strawberry or raspberry essence or a tablespoonful of orange-flower water and a gill of cream or unsweetened condensed milk. Stir often until cold, then put into a mould rinsed out in cold water and leave until set. Turn out and surround with hulled strawberries or raspberries, over which a little sugar syrup coloured pink has been poured. The fruit may be served on a separate dish.

Pictured is a very smart tennis outfit of short pyjamas, tuck-in sleeveless blouse, a long-sleeved jacket and a big floppy hat. An irregular polka dot pattern, dark blue dots on a lighter blue ground, is used, and the material is necktie silk, an impossibly lightweight fabric. The hat is of white bakou trimmed with the polka-dotted silk.

skin, the full flavour and practically all the salts are retained.

An even more ideal method of preparation is to bake the potato in its jacket after the skin has been scrupulously washed. Like many other fruits and vegetables, these cleansing salts are concentrated in and immediately underneath the skin. Even the most delicate digestive apparatus will not resent the skin of a potato after it has undergone a thorough mastication. Fried potatoes should be avoided since the fat used in their cooking militates against their proper digestion and assimilation.

Parsnips lack the general recognition which their virtues merit since they contain as much calcium and more potassium than the carrot, turnip, and potato. Of these vegetables, the potato is richest in iron, and parsnips contain more phosphorus than do the others.

If there is a deficiency of lime salts in the circulation the body will attack its own tissues in its desperation to obtain the necessary amount of calcium. It turns to the only available source of supply, the lime which is present in the teeth and the bones. When calcium is thus leached from the teeth, the thin coat of enamel cracks and allows the entrance of putrefactive bacteria which continue the process of decay.

Calcium is essential to the strength of the muscles, the tone of the nervous system, to the steady beat of the heart and the proper functioning of the digestive organs. It is the soluble lime in the blood which prevents us from bleeding to death or on the receipt of a cut or wound. Calcium and these other alkaline salts fortify our tissues against disease and the patient who can mobilise his ample reserve stocks of this vital mineral is materially aided in his fight for life.

Worth achieves a youthful note of demureness in this very pretty evening gown of grey lace and tulle. Short sleeves and veiled tiers of the lace for side panels are quaint and twice effective for the very low rear decolletage and spray of vivid red roses across the back of the waistline.

7 Compositions for two.
8 Poison.

9 Arctic animal.

10 Trust.

11 Heavenly body.

12 Long pipe.

13 Commendatory.

14 First day of each month.

15 Shape anew.

16 Luminous rings.

17 Liquid measure.

18 Pertaining to a belt.

19 Sitzed.

20 Distress signal.

21 Ban.

22 Bird.

23 Dimensions.

24 Foreigners.

25 Develop.

26 Assign.

27 The End.

28 At this moment.

29 Female monster.

30 Formed again.

31 Separator.

32 Axe.

33 Meted.

34 Limb.

35 Kind of tree.

36 Mean fellow.

37 Sun (Poetical).

38 Alive.

39 Become liable to.

40 Adore.

41 The blackbird.

42 Roars.

43 Food for fire.

44 Distinctions.

45 Period of time.

Down

1 Flower.
2 Eager.
3 Wonderful happening.
4 Become mature.
5 Expression of sorrow.
6 Otherwise.

PIRATES WHO WORE SPURS.

PISTOL PRACTICE AT EMPTY TINS.

There was much amusing evidence as to life on the pirate ship Falke at the bearing of the trial, in Hamburg, of the owners and captain for kidnapping Germans for military service on behalf of foreigners.

It was stated that Captain Zippitt had sworn allegiance to the Venezuelan rebel leader General Delgado.

It had also been agreed that when Delgado became President of Venezuela, the German captain should become admiral of his navy.

Delgado had offered the captain an extra £100, apparently, for his services, but this money the German refused. He also denied that he was made Venezuela's admiral.

When the Falke was at sea, and the captain opened his sealed orders, he found instructions that the ship and its crew were to be at the absolute disposal of "M. Delgado, the super-cargo and the owners."

"Mounted Marines."

Captain Zippitt was asked if he did not realise what name was being played.

"Officially we all knew nothing," he replied, "but we could think what we liked."

Captain Zippitt declared that

when the 150 passengers armed themselves with swords and pistols they also strapped spurs on their heels.

"Mounted marines with spurs on the open sea," he described them.

"The crew," he added, "grinned behind the backs of the masquerading Venezuelans, especially when the latter practised shooting at empty tins."

Rifles and ammunition lay about on all sides, as plentiful as the bottles of wine and Schnapps.

The crew had to clean and oil the rifles and machine-guns, and they complained that they were compelled to take part in the action when the Falke reached the Venezuelan coast.

The captain asserted to-day, however, that the crew gladly permitted themselves to be "kidnapped," as they were extremely well paid.

When the Falke was off the Venezuelan coast General Delgado and his following were received with much cheering, and some 500 more Venezuelans were taken on board.

Rifles and ammunition were distributed to these new men, but they did not know how to put in the cartridges, and had to be shown how to aim and fire.

When Cumana was reached loyal Venezuelan soldiers gave the Falke a warm reception. General Delgado was one of the first to be shot when he and his men approached the shore in the Falke's boats.

Captain Zippitt declared that

the Falke was armed with 150 rifles and 100 machine-guns.

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Captain Zippitt declared that

WATSON'S

celebrated

PRICKLY HEAT
LOTIONAN INFALLIBLE REMEDY—AFFORDS
IMMEDIATE RELIEF AND EFFECTS
SPEEDY CURE.Well known throughout East and Far East
for over Fifty Years.Reduced prices:—
Per Bottles 75 cents & \$1.25.A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

FIVE NEW AND INTERESTING

"H. M. V." Records

B-3322 { (a) My Bonnie (Traditional) (b) Down in Demerara
(arr. Mansfield)
(a) Villkins and his Dinah (b) Some Folks Like to sigh.

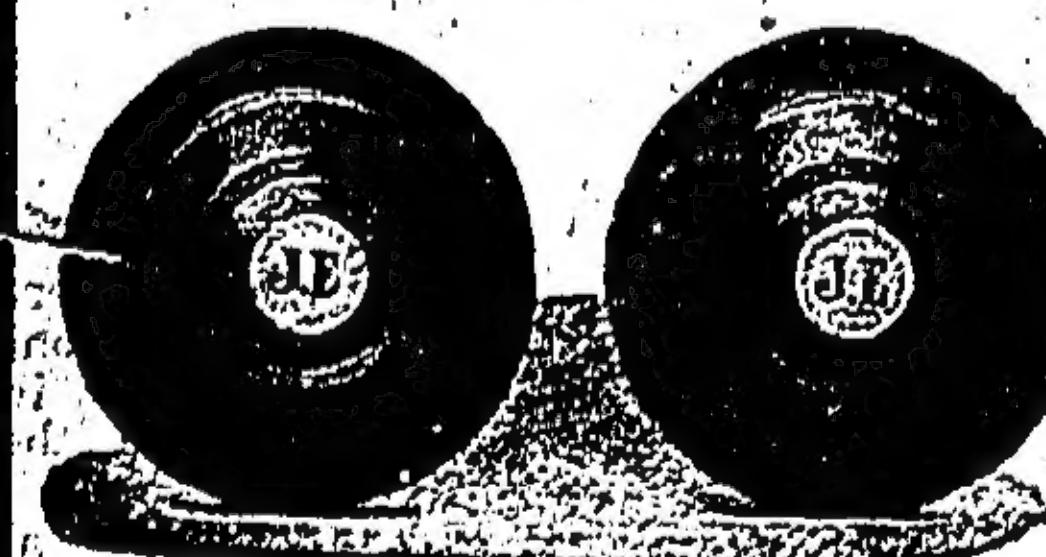
(Sung by Stuart Robertson-With Male Chorus)

B-3323 { A Little kiss each morning (from Film "The Vagabond Lover")
Now I'm in Love.

(Sung by Anona Winn)

B-3324 { If I had a Talking Picture of You (Film "Sunny Side Up")
A Little kiss each morning (Film "The Vagabond Lover")(Played by Reginald Foort on Organ of New
Gallery Cinema)B-3326 { Singin' in the Bathtub (Film. "Show of Shows")
The Punch and Judy Show (Ben Black)

(Sung by Gracie Fields)

B-3345 { Daybreak at a Surrey Farm (Birds and Animals)
In a Village Churchyard Bells, Birds, Organ & ChoirS. MOUTRIE & CO., LTD.
CHATER ROAD.THOMAS
TAYLOR'S
BOWLING GREEN BOWLSRUNNING
QUALITIES
PERFECTGuaranteed not to alter in
weight or bias and are
unaffected by climatic conditions."HAVVARIDE"
RUBBER BATHING TOYS
\$16.50 GREAT FUN \$16.50
FOR BATHING PICNICS.Lane, Crawford, Ltd.
SPORTS DEPT.

U.S.

MOTOMATS

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For the Running
board of your
Car.

ORIGINAL PRICE

HK. \$2.50 each.

While Our Stock
Stock Holds Out

You Pay

\$1.25 each.

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Hongkong Hotel Garage.

ANNOUNCEMENT.

The engagement is announced between Lieutenant Robert S. Stafford R.N., H.M.S. "Castor" (youngest son of Mr. and Mrs. John Stafford of "Woodcroft," Waterloo) and Muriel Norman, only daughter of Captain and Mrs. C. B. Riggs of "Highlands," Kowloon.

Two lots of Crown land are to be sold on June 2nd. These are Kowloon Inland Lot 2309, situated at Mongkoktsui and comprising about 4,192 square feet (upset price, \$7,336), and Inland Lot 3062, situated at Kennedy Road, comprising about 14,690 square feet (upset price a dollar per foot).

His Excellency the Governor has appointed the following officers to be his Honorary Aides-de-Camp: Lieutenant Arthur Oswald Swaine, 1st S.L.I.; Mr. Walter Richardson Scot, Assistant Superintendent of Police; Subedar-Major S. Mungul Singh, Hongkong and Singapore Brigade; Subedar Hikmat, 3/15th Punjab Regiment.

Among the Hongkong passengers on the Ranpura, due to arrive next week, are Mr. W. Angle, Mr. and Mrs. W. H. Bailey, Mr. and Mrs. J. H. Cordeau, Mr. S. Clarke, Mr. and Mrs. H. Farrar, Captain W. H. G. Goater, Mr. St. E. Hazlett, Mr. J. S. Logan, Mr. C. C. Menzies, Miss M. Malcolm, Mr. and Mrs. E. W. Pollington, Mr. S. Richards, Mr. G. Travers, Mr. and Mrs. W. A. Tomlin, Miss Tomlin, Mr. C. B. Terde, Mr. G. W. A. Tufton, Mr. E. J. Spears, Mr. E. E. Shorthouse.

Pedestrians' Rights.

Following our editorial on Wednesday on the subject of which side of the road should be used by pedestrians, a reader forwards to us literature of the Pedestrians' Association which has been formed in England to ensure the safety of the public generally on the highways and elsewhere and to protect and preserve the rights, freedom, comfort and general amenities of pedestrians. The Association, of which Viscount CECIL is President, has issued a statement of policy, and it is interesting to note that a speed limit of maximum 30 miles an hour is advocated. There are rather drastic penalties for dangerous driving, including a recommendation that a driver's licence should be permanently suspended upon a third conviction. It is also proposed that applicants for driver's licences should make a statutory declaration of physical fitness and that new applicants should have to pass a test of driving skill and knowledge of road rules. This is enforced in Hongkong of course, and it would undoubtedly be a wise provision to ensure the safety of both the motoring public and pedestrians at home if this part of the Association's policy at any rate was put into effect by processes of the law. The Pedestrians' Association, however, in its statement of policy, makes no reference to which side of the road a pedestrian should use. This may be stated in other publications of the Association which we suggest, should have for one of its first objects a thorough investigation into the merits of left or right. After this the Association could recommend its members to adopt which ever system has been found most safe from the point of view of pedestrian and motorist. At the moment, however, the Association would appear to be ignoring an opportunity of giving its members guidance on a matter which is provoking increasing attention. On the other hand many of its objects are excellent, particularly that which aims at the institution of a General Council to consist of representatives of the Motoring, Motor, Cycling, Ramblers and Pedestrians' Associations, which would consider together all traffic problems as they arise and seek a solution in the general interest.

It has been stated that one of the aims of M. Briand's scheme is to enable Europe to meet the United States of America on level economic terms. As Mr. Graham pointed out when the matter was under discussion at Geneva, it is quite natural that, in existing conditions, a comparison should be made between the position of the U.S.A. and of Europe. In America, there is a great country of 120 millions of people, with a free market among all the States making up the Federation. On the other hand, as compared with pre-war times, there are in Europe between twenty and thirty Customs unions or divisions, and there has been a growth of economic nationalism which, by common consent, is not in keeping with the freest possible exchange of commodities. It is equally natural, in taking note of this comparison, that there should be thrown into emphasis the difficulties which, after the war, settled

as a dead burden on Europe, difficulties which have been accentuated by the fact that the United States of America has become such a great creditor country. However, when it comes down to discussing ways and means for a European federation, it will be conceded that the matter is full of complexities. There is, as both Mr. Graham and Herr Stresemann pointed out at Geneva in September last, the further danger that enthusiasm for the project may lead to definite discrimination against other nations. Such discrimination, if specific in character, might develop in a manner contrary to the economic work of the League of Nations, and in course of time it might from the economic standpoint generate that kind of friction which in days gone by has led to war.

But if the difficulties of the project are manifest, it is also clear that advantages to the interest of all the nations of Europe might be attained if the ideals underlying it could be put into effect. In this connexion, the British delegate put forward one suggestion at Geneva last September, when he urged that the nations of Europe should try to obtain an agreement for a period of two years not to increase tariffs below the existing level. Such a plan would be in full accord with the proposals of the World Economic Conference. The next step, it was suggested, should be a practical effort during the tariff holiday to convene conferences with a view to ascertaining how tariffs could be reduced, what conditions govern the matter, and what possibilities there are of agreement regarding groups of commodities or general tariff levels, keeping clearly in mind all that is involved in most-favoured-nation treatment. If M. Briand's proposal does not get beyond this stage, it will have been fruitful in results and possibly pave the way to even greater things in the years to come.

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In my opinion, far from driving away trade, stabilisation would result in a tremendous revival. Our money would be sought after in South China for its reliability and in a very short time trade, with China, would be run on a Hongkong currency basis, thereby ensuring security for all concerned.

Hanging on to silver means continuing depression for this Colony so long as China carries on with her internal strife. War means an unfavourable trade balance which entails silver export. This in its turn throws cold water on the world's silver market and no one can predict what the white metal's future may be.

Why then our hesitation? Have the Colony's speculators assumed absolute control?—Your, etc.,

DAY BY DAY.

THE REASON I BEAT THE AUSTRIANS IS, THEY DID NOT KNOW THE VALUE OF FIVE MINUTES.—Napoleon.

A Chinese case of typhoid was notified yesterday.

The P. and O. s.s. "Malwa" from Hongkong arrived London on the 15th May 8 a.m.

Mr. and Mrs. H. H. H. Priestley returned to the Colony by the s.s. President Adams.

Tenders are being invited for a brick and concrete motor-car shelter for Kowloon Hospital.

His Excellency the Governor has granted the local rank of Captain to Lieut. Thomas Alexander Hamilton Colman, R.A., A.D.C.

His Excellency the Governor has appointed Mr. J. K. Bousfield to be a Member of the Harbour Board, vice Mr. W. H. Bell, resigned.

It is notified that His Excellency Sir William Peel, K.B.E., C.M.G., has been pleased to accept the position of Honourary Colonel of the Hongkong Volunteer Defence Corps.

Royal Observatory returns show that the average mean temperature during April was 73.5, the highest being 85.1, and the lowest 63.4. There were 140.3 hours of sunshine and 2.10 inches of rain, while the average humidity was 87.

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CORRESPONDENCE.

The Dollar Question.

[To The Editor of Hongkong Telegraph.]

Sir,—A Currency Committee is sitting at the moment to decide whether stabilisation is advisable.

As far as the protection of the general public's interests is concerned the answer is indubitably in the affirmative. As to the importer and exporter there is very little more doubt as to its advantages.

We have heard and read quite a lot about trade being driven away from the Colony, but it is all piffle and no-one has yet attempted to step forward with an argument substantiating the contention.

At present our exporters and importers have two unpleasant uncertainties with which to contend

(1) the instability of silver and (2) the fluctuations of an unavoidable Hongkong note premium. Going gold or stabilisation would, at worst cut out the latter's uncertainty—and give security to the majority here.

In my opinion, far from driving away trade, stabilisation would result in a tremendous revival. Our money would be sought after in South China for its reliability and in a very short time trade, with China, would be run on a Hongkong currency basis, thereby ensuring security for all concerned.

Hanging on to silver means continuing depression for this Colony so long as China carries on with her internal strife. War means an unfavourable trade balance which entails silver export. This in its turn throws cold water on the world's silver market and no one can predict what the white metal's future may be.

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ONLOOKER

Kowloon, May 16.

PAST AND PRESENT.

We Must Know Antiquity to Be Modern.

Geometricalians tell us that a line may be regarded as the product of a moving point, and we can prove this assertion to the eye by drawing the point of pen or pencil along a sheet of paper. Similarly, a solid may be thought of as the product of a moving plane which leaves some part of itself behind it, so to speak, at every instant of its onward motion. Time and space, it is true, are not explainable to human thinking, yet we find it helpful to consider the one in terms of the other. If we can think of the present as a plane surface, then all the past is seen to be like a solid produced by that plane by its moving. The past is a number of presents welded intricately together, compacted; fixed by the rigid mortising of that limit we call time.

More than enough has been said by the lugubrious poets and moralists about the irrevocability of the past, and there are many more cheerful deductions to be made from that platitude than those which they have drawn. In one sense, although a narrow one, it is true to say that no smallest fragment of the past can ever return; nothing that it contains can be altered in the slightest particular.

The seas and the plains come and go, altering both their form and place; mountains are changing hour by hour, but the past remains forever the same. The pictures that we make of it do indeed change constantly as our knowledge grows and wanes and as we approach and scan it from this angle and then from that, but our interpretations of history affect the actual facts no more than the ruling astronomical conception of any given period affects the actual constitution of the stellar universe.

In this finality of the past, so often bemoaned, there is a peace and quiet not to be found in the changing present. Looking back upon the centuries of the Pharaohs is like gazing down through glassy water upon the towers and domes of Atlantis and finding them all the lovelier for their ten thousand years.

We may know very little indeed of that Egyptian world, and perhaps we shall always have to mix parts of conjecture with one of certainty regarding it, yet what it was, it was, and it will not shift or change before our eyes, as the present does, while we stand watching.

This quietness of the past, we know is an illusion of time, and the men and women of ancient Greece, of Tanagra, of Babylon, had no more peace in their day than we have in ours, yet there are moods in which we like to play with the illusion. The present is always filled with noise; quiet comes when the plane of the present takes its place in the solid structure of the past.

Merely as a refuge, how perfectly these vast and rock-hewn halls of the past serve our modern needs. By whatever gate or postern we enter them, quietness falls about us at once and peace surrounds our steps. Strife has been here, we know, and uproar, but now they are a memory; the warhorns are silent and the torn banners droop upon their staffs. What was base or ignoble in this or that old present has faded out of sight, as the courage and the joy and the wit of the present does, while we stand watching.

Both seamen plunged into the icy cold sea, which was very rough under a violent wind. After half an hour of desperate effort, during which it seemed certain that both rescuers would be drowned, they brought the woman ashore.

Unfortunately, their heroism was in vain, for she was presently pronounced dead.

It is supposed that she was English, since a number of cuttings from English newspapers were found in her possession.

WHO WAS ATALANTA?

One of the poems in William Morris' "Earthly Paradise" relates the Greek story of Atalanta, the fleet of foot.

Atalanta, the daughter of Jaso, of Clymene, was renowned from her childhood as the swiftest runner in the Calydonian hunt outstripping all her male companions in the chase.

When she grew of age to manly, she declared to Jaso that only the man who could beat her in a foot race should ever be her husband. Many youths made the attempt for Atalanta was beautiful as she was proud, but all failed, having trusted solely to their own strength.

Young Milianon was wiser. Realising that no man living could hope to outdistance Atalanta, he sought the aid of Venus, goddess of love, and lovers, who took pity on him and gave him three golden apples which he was to drop in Atalanta's path during the race.

This he did. The golden apples tempted Atalanta to stoop and retrieve each one as it fell, with the result that Milianon won his race and his bride.